# DESIGN GUIDELINES

## BOSTON NAVAL SHIPYARD AT CHARLESTOWN

1 Response to Questions
2 Summary of Project
3 Guideline Drawings
4 Sample Developer's Kit

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BOSTON NAVAL SHIPYARD AT CHARLESTOWN
A NATIONAL HISTORIC LANDMARK

A project as complex as the Shipyard could be considered under each of the categories established for this awards program. We have chosen the Historic Landmarks category because the historic and architectural quality of the site which led to its designation as a National Historic Landmark is the raison d'etre for the design and open space guidelines which are integral to the preservation plan for the Shipyard.

RESPONSE TO QUESTIONS

1. EXTERIORS

The design approach to buildings in the Shipyard begins with the premise that exterior alteration will be minimized. The facades of most buildings are reasonably intact. Where changes have occurred, careful evaluation has been made as to the nature of the changes. Modifications to a building which have taken place over time are a part of the history of that building and may be significant.

INTERIOR ELEMENTS

It is not within the scope of this project to establish specific controls for interiors of buildings in the Shipyard. However, the basic structural elements of buildings are not to be altered. That is, all existing supporting members will be left in place. They may be covered or concealed, but not in such a way as to be irrevocably changed. All replacements to structural elements of the building will carefully match and preserve the existing structure.

NEW ADDITIONS

New additions or alterations should not disrupt the essential form and integrity of historic property. They should be compatible with the size, scale, color, material and character of the existing buildings and their environment. They should be contemporary in design, not imitative of an earlier style or period of architecture. Most important, new additions or alterations should be done in such a way that if they were to be removed in the future, the essential form and integrity of the building and environment would be unimpaired.

2. NEEDS OF THE COMMUNITY

This project will provide new jobs, and for the first time the City of Boston will receive tax revenue from the Navy Yard. Those are matters of vital importance to the continued growth of the city's economy. More importantly, the reuse presents an opportunity to improve the quality of life in Boston.

For instance, a major feature of this development program is that the residents of Charlestown will have access to the waterfront for the first time since 1800, when the Navy Yard was established.

Key elements of the open space and recreation plan developed with the guidance of the Charlestown community are the sixteen acre public park, a continous waterfront esplanade, and the public marina.

These guidlines will ensure that this collection of both restored and rehabilitated buildings, surrounded by an environment that interprets the historic character of the Shipyard, will create a place of singular value to the local community, the city and the nation.

## 3. INNOVATIVE TECHNIQUES

### ZONING

Shipyard development will be controlled by zoning established to meet the objectives of the reuse plan. In addition, all development will be subject to the guidelines and controls summarized in this document. Compliance with the controls will be insured by a four-step design review process administered by the Redevelopment Agency.

### PRESERVATION LEGISLATION

Thirty acres of the Shipyard, including a major portion of the significant structures, was transferred at no cost to the City of Boston under the terms of the Historic Monument and Provisions of the Surplus Property Act. All revenues resulting from long term leases with private developers will be utilized for recreation and preservation activities within the City.

Developers of historic structures will be eligible for tax incentives under the provisions of the Tax Reform Act of 1976.

## 4. EXHIBITS

Section Two of this submission contains a summary of the Project, Section Three a complete collection of Building Elevation Guidelines and Section Four a typical developer's kit for reuse and new development.

# THE CHARLESTOWN NAVY YARD

## DESIGN GUIDELINES FOR REUSE

### PROGRAM

The Charlestown Navy Yard, A National Register Property and one of the Nation's oldest shipbuilding facilities, was closed in 1974. The site containing 130 acres of prime waterfront land and over forty buildings of historic and architectural significance became available for new uses.

Recognizing the historical, architectural, and locational value of the site, specific planning and design controls have been established to guide the implementation of a mixed-use development program that will include residential, commercial, institutional, recreational and light manufacturing uses.

The guidelines summarized in this document are intended to provide a framework for making decisions which will determine the pattern of development in the Navy Yard during the next 10 years. They are addressed (1) to the City, who will be responsible for designing and building the infrastructure and (2) to prospective developers of restored, rehabilitated and new buildings.

### OBJECTIVES

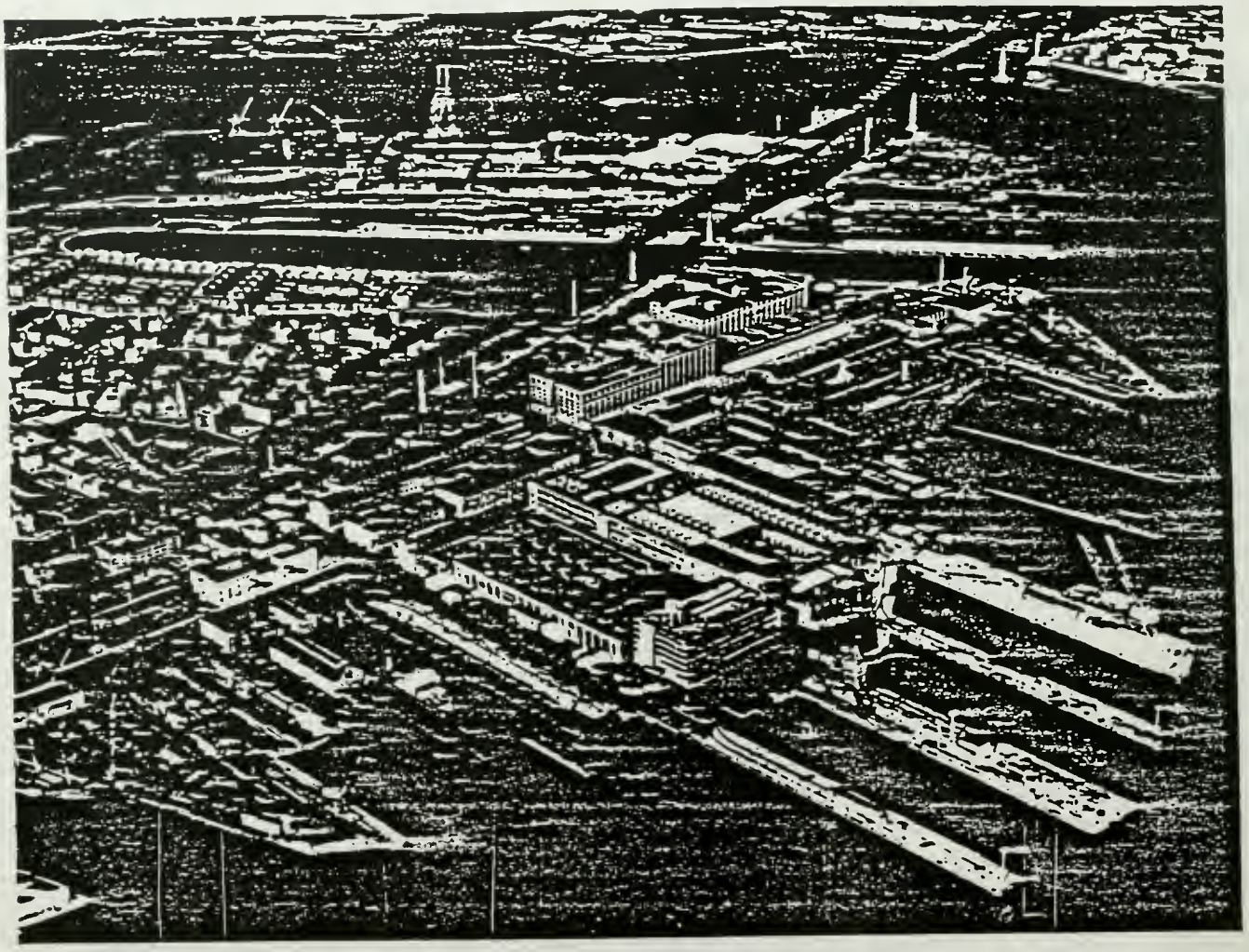
The primary objective of this effort is to maximize the conservation of the historic and architectural character of the site while adapting the existing resource to new and economically viable purposes.

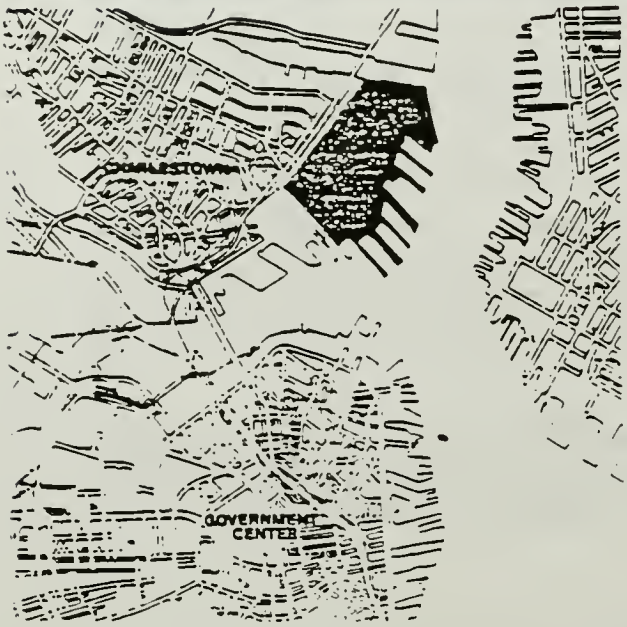
It is the intent neither to re-create the impression of an earlier time nor to expunge all evidence of the area's industrial past. The origins and significance of the Shipyard have provided the basis for decisions on what existing elements should be retained. They also offer precedents for solutions to contemporary design problems associated with economic revitalization of the site.

### SIGNIFICANCE OF THE PROJECT

The Charlestown Navy Yard is the largest property to be transferred under the terms of the Historic Monument Provisions of the Surplus Property Act. The project affords Boston an enviable opportunity to recycle a dramatic and dormant industrial area into a vibrant and attractive place to live, work and play.

These guidelines will ensure that the resulting collection of both new and restored buildings, surrounded by an environment that interprets the historic character of the site, will be a place of singular value to the city and the nation.






# Site

The Shipyard is strategically located adjacent to the main channel of Boston's harbor, the Charlestown community, the recently created U.S.S. Constitution National Historic Site and less than one mile from Boston's Central Business District.

The entire site, because of its historical and architectural significance has been designated a National Historic Landmark and listed on the National Register of Historic Places.

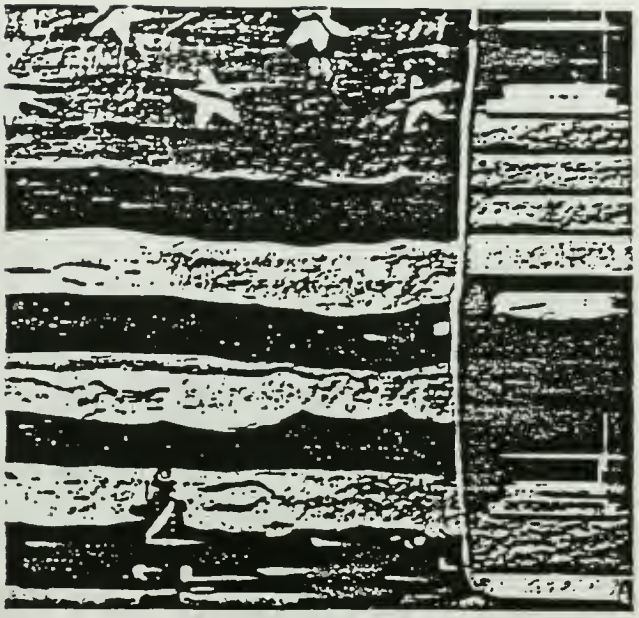
# History

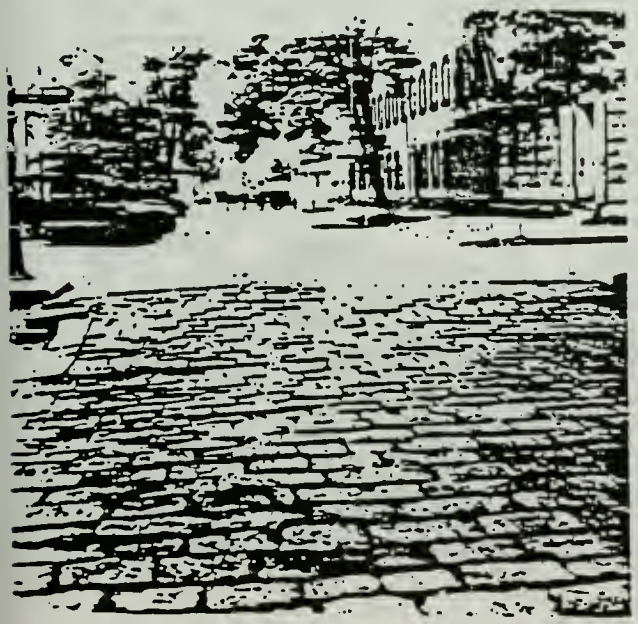
From 1800 to 1974 the Boston Naval Shipyard at Charlestown was a military installation involved in the building, repair and conversion of ships, the production of arms and the manufacture of rope and chain for the entire U.S. Navy.

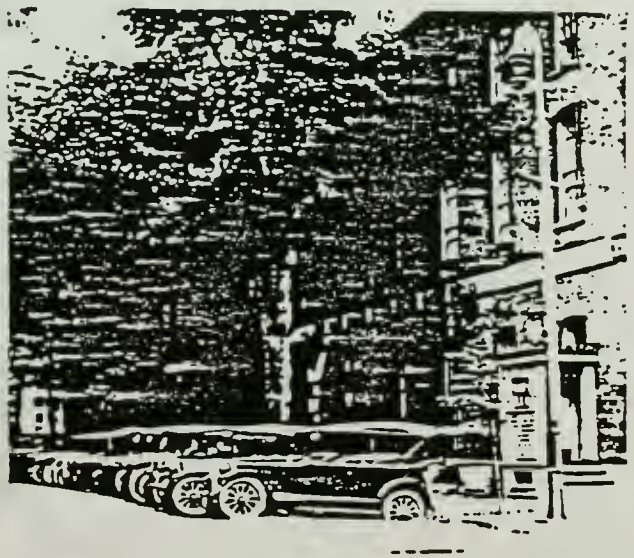
The first warship of the U.S. Navy was constructed at Charlestown. It was here that the first screw steamship and the first torpedo boat were built. The Navy's first iron-clad vessel, the Merrimac, was built at the Charlestown yard, as was the Hartford, Admiral Farragut's flagship at the battle of Mobile Bay. The USS Constitution was the first and last ship to be overhauled in Dry Dock 1 at the Yard, and has been moored here intermittently since the War of 1812.

During World War I the Navy Yard was the chief administrative center for the North Atlantic fleet and during World War II, 165 ships (all over 100 feet long) were built at Charlestown.

The historic importance of the site precedes its use as a shipyard. It was this location, then called Moulton's Point, where the British landed for their assault on the Patriots in the 1775 Battle of Bunker Hill.

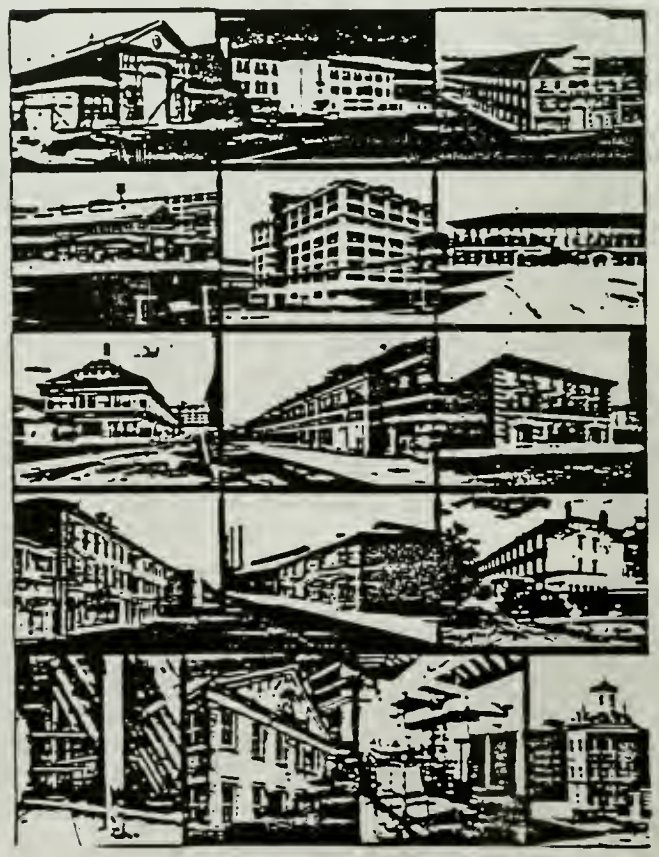




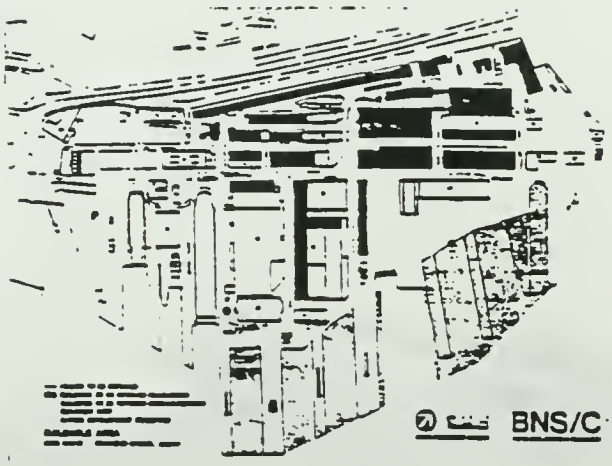


# Significance

The Shipyard structures illustrate many building types and several phases of 19th and 20th century architectural styles. Early 19th century residential examples exist as well as later industrial buildings and World War II "temporary" shed structures. Many are of architectural merit, and some are of very great significance. The construction dates fall roughly into five periods, which generally coincide with major wars of the two centuries. As well as illustrating popular building styles, the Shipyard structures exhibit the increasing size and capacity of industrial structures permitted by changes in technology.

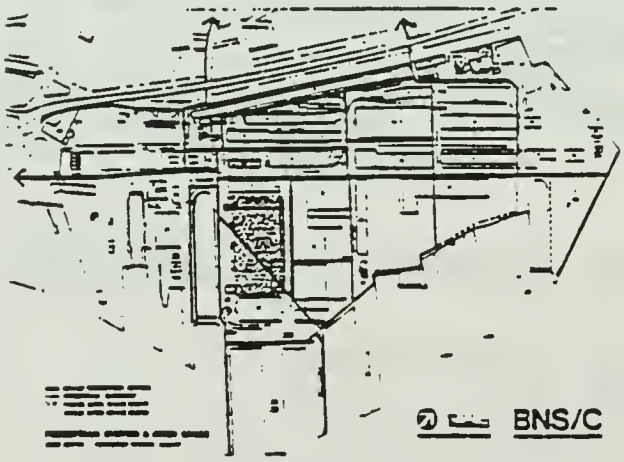


# General Guidelines



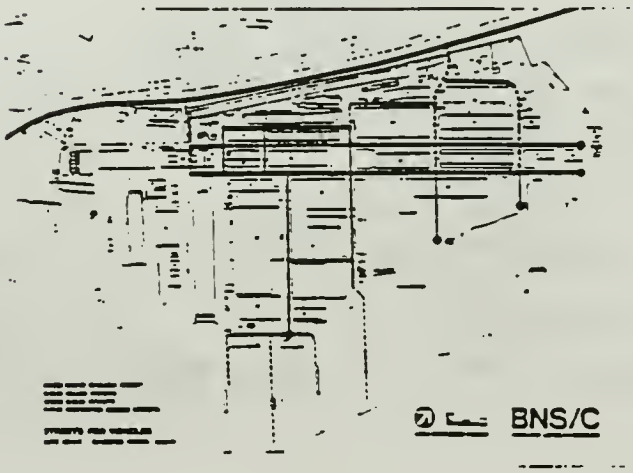

BUILDABLE AREA

Buildings of historic and architectural significance have been identified and will be retained and rehabilitated subject to specific building guidelines. Each new development parcel will be subject to specific design and use controls.




PEDESTRIAN AND OPEN SYSTEM

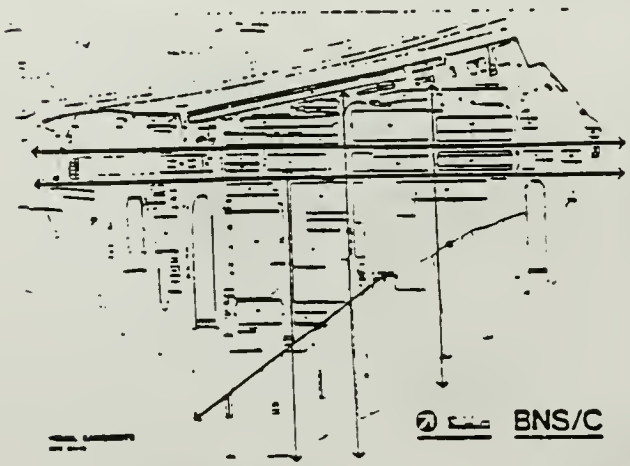
Pedestrian pathways create logical routes from origins to destinations which are significant to the public at-large. These pathways should offer facilities and amenities for lingering and browsing, for meeting people and being met, and for simply enjoying the passing scene. The key elements of the open space system are (1) the Shipyard Park (2) Flirtation Walk and Second Avenue and (3) the pedestrian easement, Pier 6 and the Shipways.




STREETS FOR VEHICLES

Three categories of streets provide clear and adequate access for automobiles, buses, and service vehicles. Major streets carry the bulk of the traffic to and from the Yard at Gates Four and Five and along First Avenue. Minor streets are primarily residential in character with cul-de-sacs designed to preserve the water's edge for pedestrian activity. A third type of street is primarily pedestrian oriented and designed to provide only limited vehicular access for housing and marina uses.

Visual Easement from Shipways

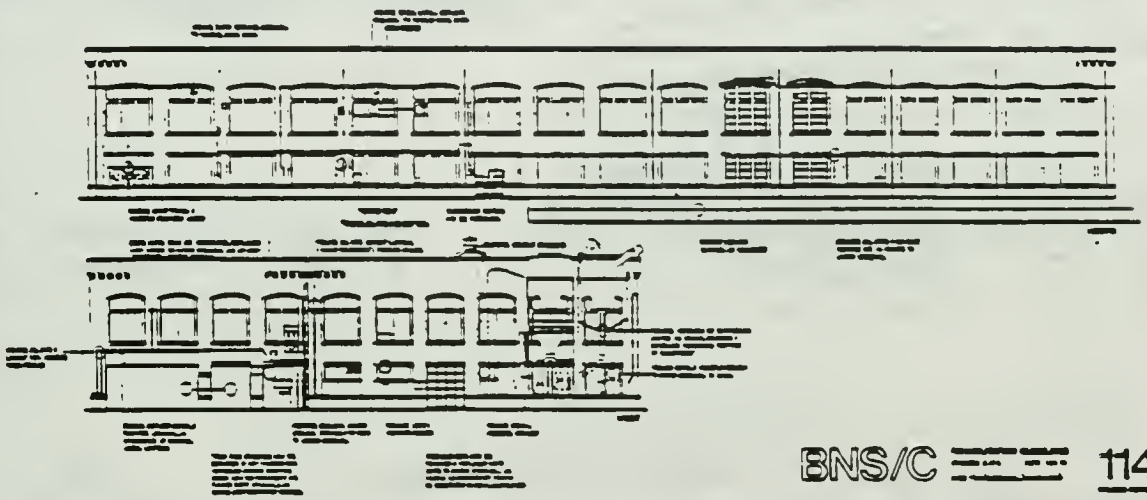



VISUAL EASEMENTS

Axial views which survive from the historical building pattern of the Shipyard will be maintained and significant views that have been lost will be reestablished.

# Building Guidelines

The drawings and photographic records of the Navy were researched to provide Chronological Profiles of each building, describing its physical and functional history. The Profiles combined with field surveys were used to contruct detailed facade drawings clearly illustrating restraints and opportunities.



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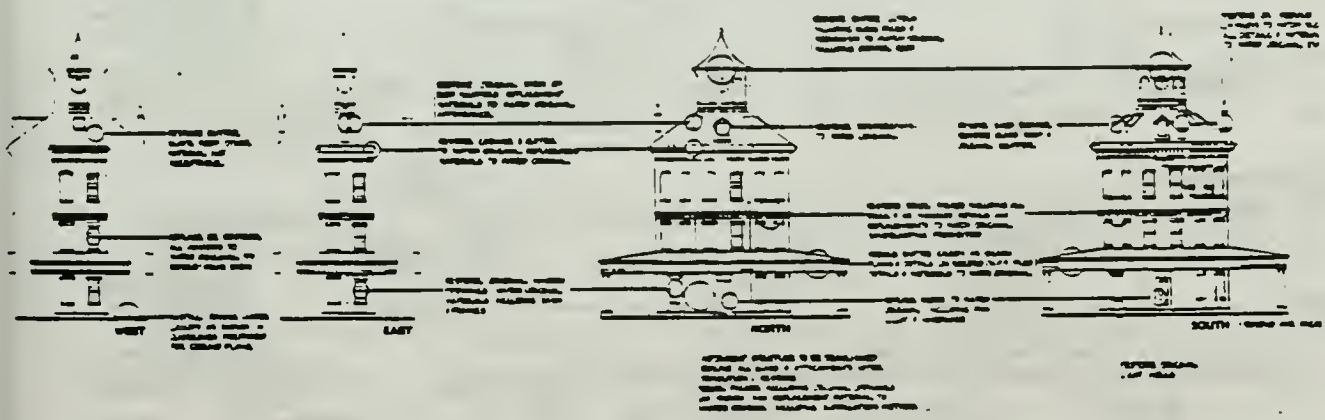
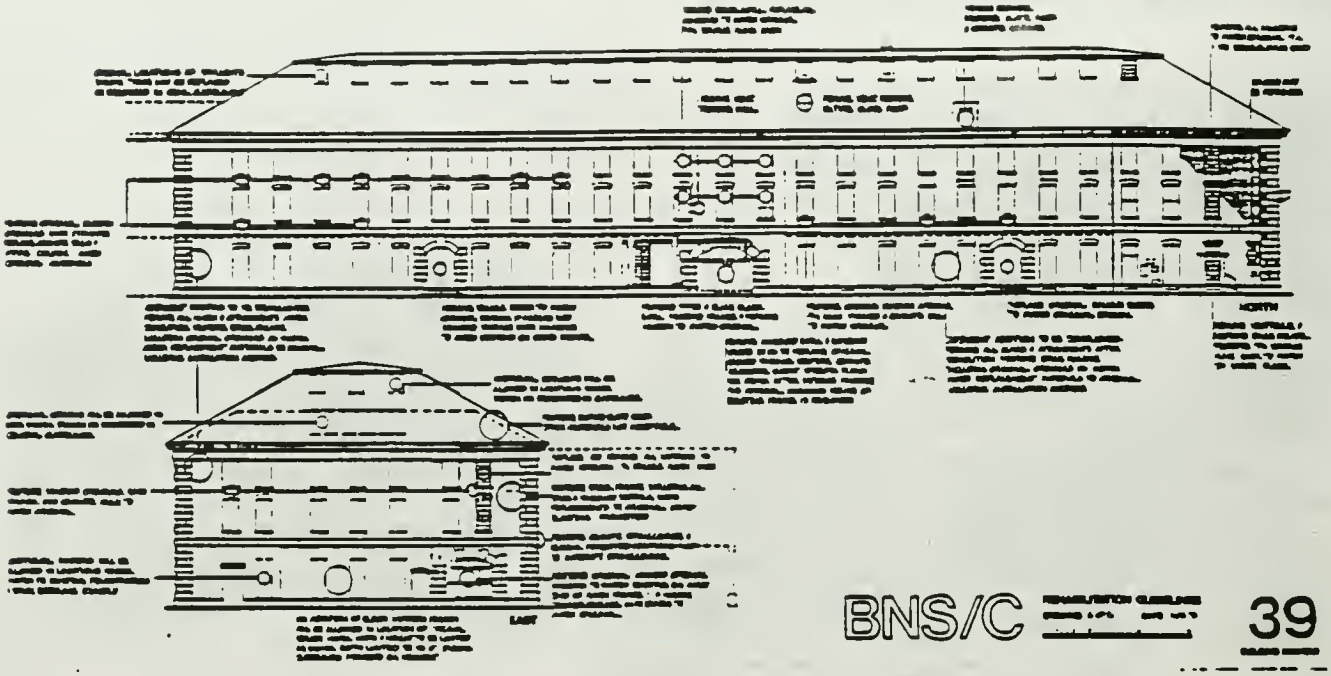
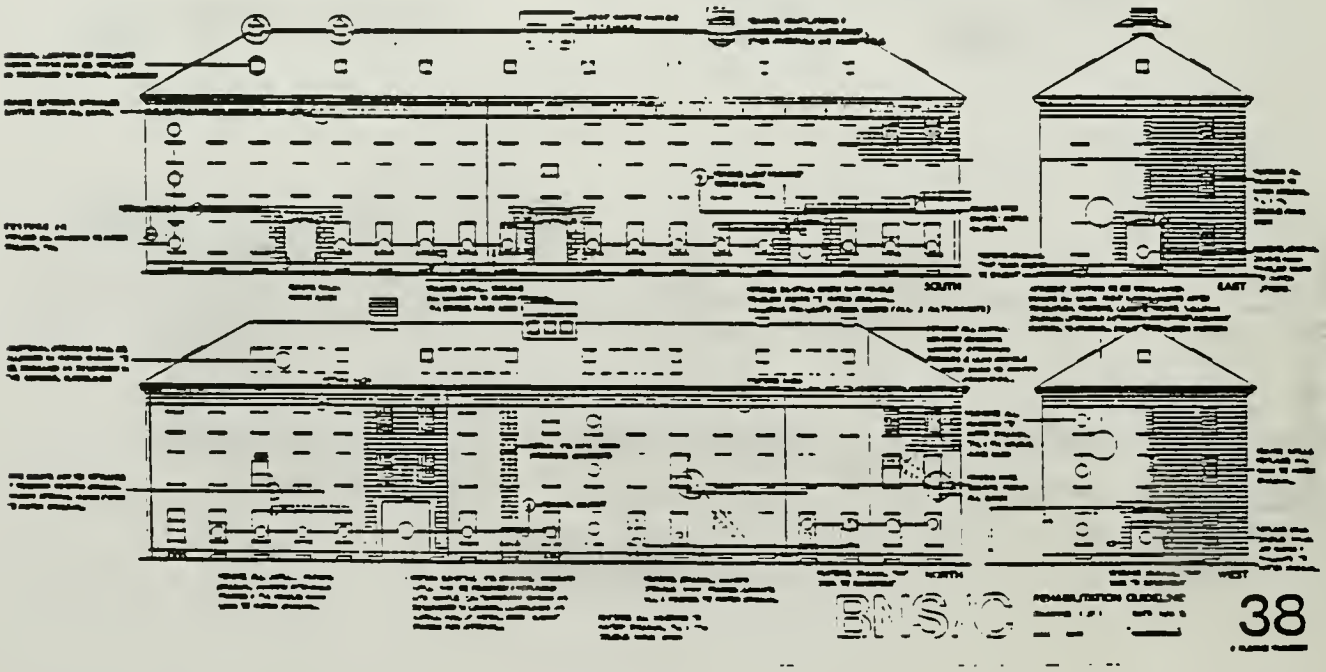
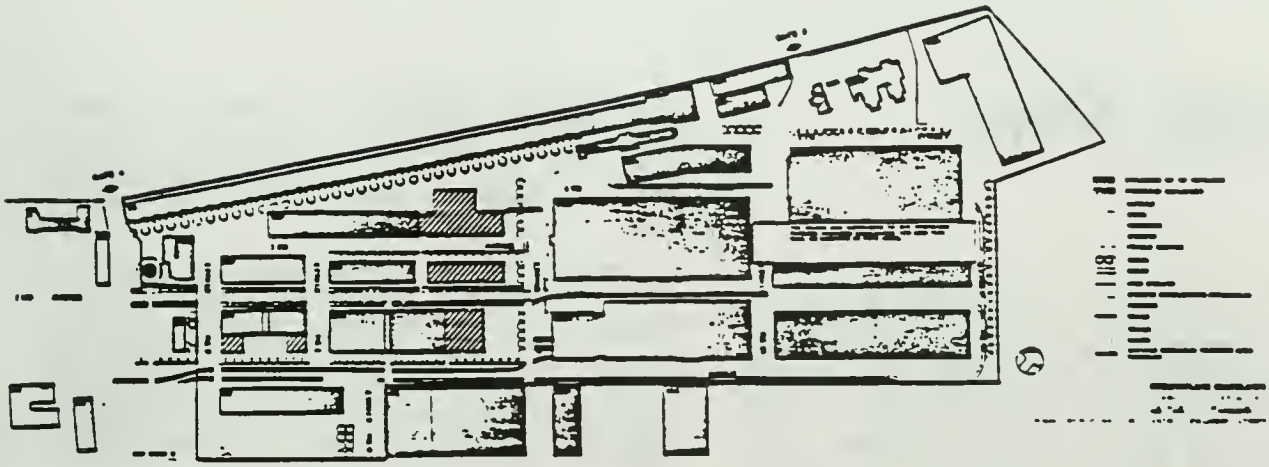





Typical Building Guidelines



The layout of streets, walks, steps, platforms and landscaped areas shall be maintained and/or re-established wherever possible. Consideration shall be given to alterations if it can be shown that better site circulation is necessary and that the changes shall not alter the integrity of the historic plan.

Streets and open spaces of historic significance shall be rehabilitated and designed to re-establish their historic character. The design shall be based on evidence contained in historic photographs and plans.

Streets and new open spaces for which there is no historic documentation shall be designed to complement the overall historic character of the Shipyard in layout, materials and visual qualities as specified on the accompanying Groundplane Guidelines Plan.

New streets and open spaces should be designed to retain historic and existing axial vistas: 1st Avenue, 2nd Avenue, 6th Street, 9th Street, and Flirtation Walk.

New additions or alterations to open space areas shall not disrupt the essential form and integrity of buildings and streets and shall be compatible with the size, scale, color, material and character of the buildings and streets.

Deteriorated groundplane elements shall be repaired wherever possible rather than replaced or removed. When replacement is necessary, it shall be based on actual or documented evidence of historic elements or materials.

# Public Park

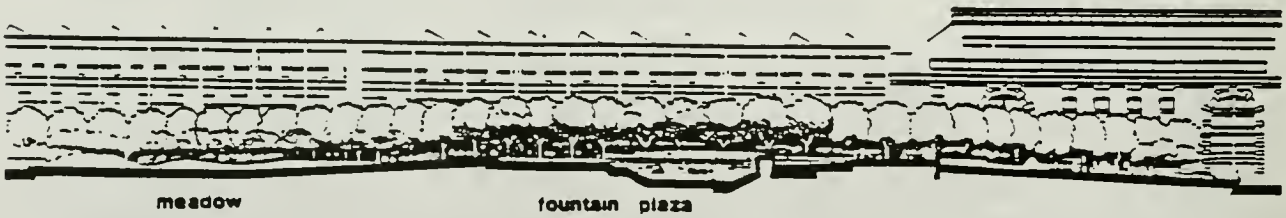
The Park will become an integral part of the daily life of the Charlestown community. The programming and design of the Park have been developed to provide pleasure in the outdoors with a variety of recreational opportunities for families, young adults, the elderly, and the handicapped. At the same time, the Park will promote knowledge of and interest in the sea, nature and history and provide relief from busy urban environment. Appreciation of water, scenic views and the creation of varied recreational opportunities were the predominant considerations in the Park design.

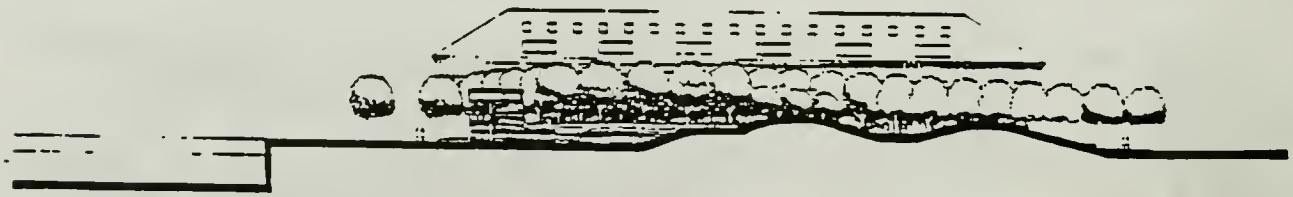
A fountain plaza is the focus of the Park and will serve as a main gathering and sitting place. The Plaza includes a large fountain, and a pavillion. The entire plaza has an irregular shape and is formed as a series of platforms and terraces.

The Children's Play Area was designed for children aged 18 months to 12 years. The space will contain play equipment and a spray and wading pool. The play area will offer opportunities for climbing, digging, wading, sliding and creative play.

Meadows surrounded by trees and large enough for energetic activities have edges formed in knolls and berms for sitting and watching. Carefully selected native New England plant species will be represented in a botanical garden. A small area within the garden will be designed as a Garden where blind persons can stroll on paths between clusters of shrubs and trees. The trees will be tagged in the Braille alphabet.

Dry Dock Two was used for the repair of ships from 1904 to 1974. It is one of the most prominent historic and scenic elements of the Park. It will remain flooded and its maritime artifacts, such as hanging platforms, stairs, lighting fixtures, bollards and chains, piping and cables will be preserved. A 50 foot wide, partly tree-lined promenade around the Dry Dock will allow the Park visitors to stroll around it and enjoy dramatic views of the downtown skyline.



BLDG 42
6 TH STREET
1 ST AVENUE
BLDG 36
BLDG 197
Dry Dock 2

# Development Program

A mixed-use development program will include residential, commercial, institutional, recreational and light manufacturing uses.

HOUSING

Six hundred units located in four recycled historic structures; and six hundred units located in new townhouse and mid-rise buildings.

MIXED USE

80,000 square feet of ground level commercial, with upper level office and residential uses.

INSTITUTIONAL

600,000 square feet of institutional uses including interpretive museums and a College of Art.

HOTEL AND CONFERENCE CENTER

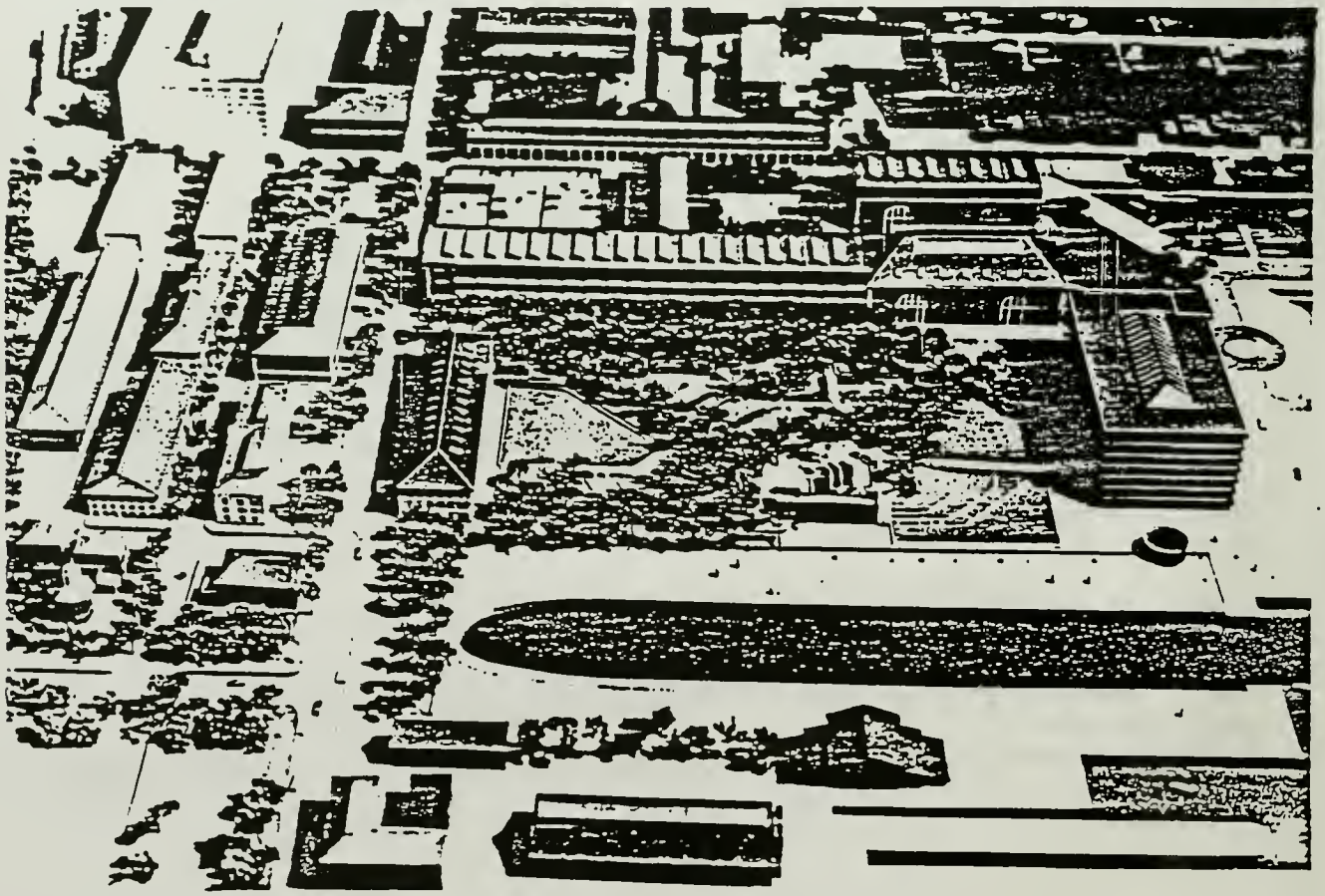
Five hundred rooms.

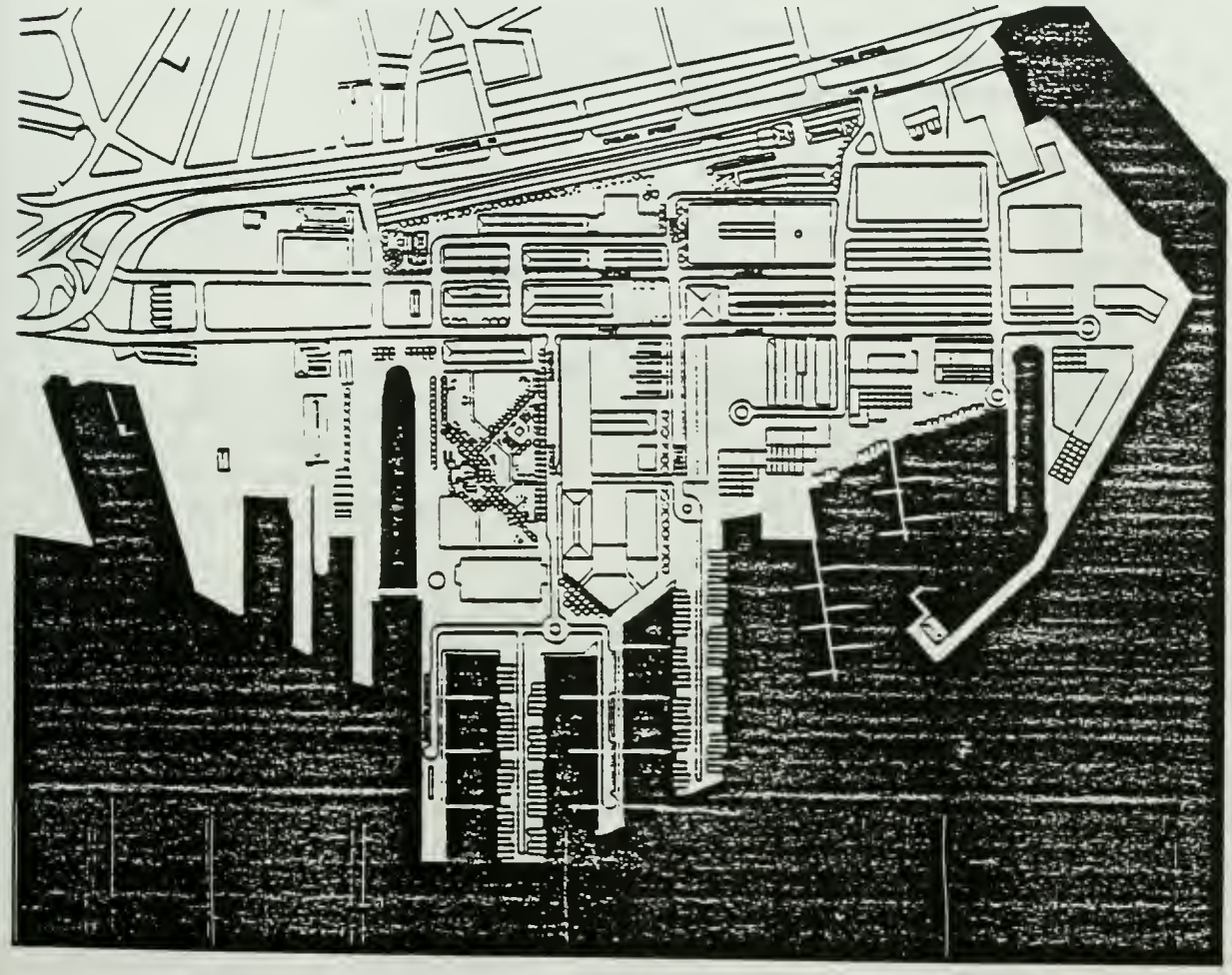
PUBLIC OPEN SPACE

Sixteen-acre public park, five hundred boat marina and a network of pedestrian spaces including a continuous waterfront esplanade.

LIGHT INDUSTRIAL

250,000 square feet of labor-intensive light industry.





New Housing
Rehab Housing
Mixed Use
Institutional
Public Open Space
Light Industrial

## Summary of Proposed Treatment Building #31

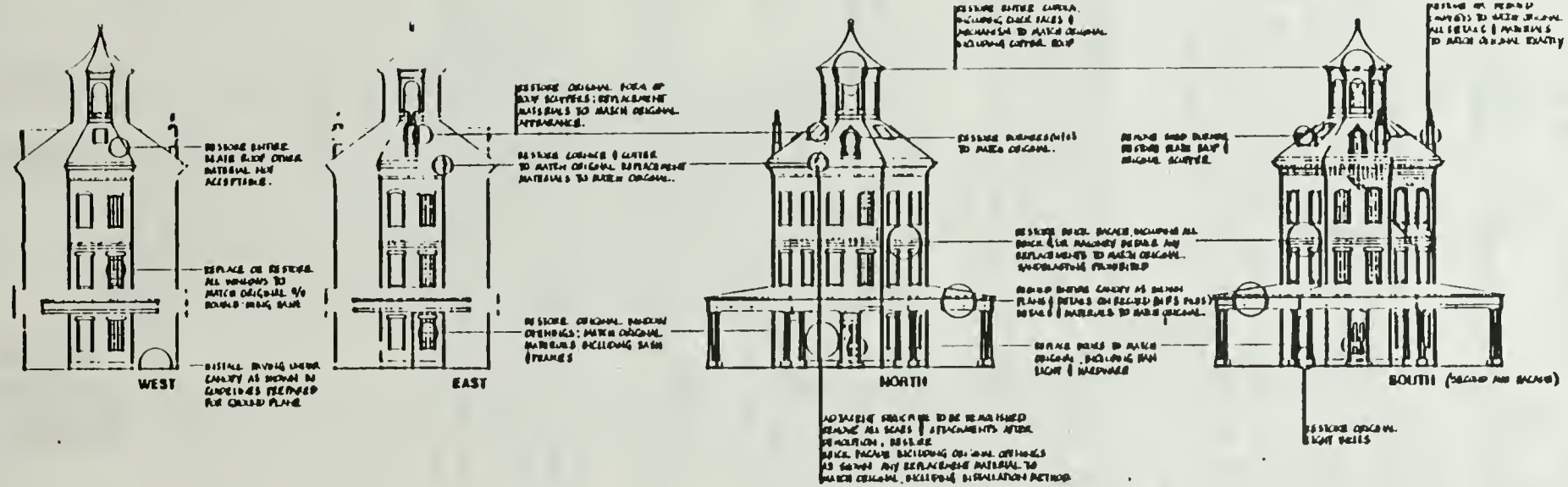
The octagonal brick building is highly visible and its location, literally at the major entrance to the shipyard, as well as its unique appearance establish it as the symbol and visual focus of the entire shipyard. Therefore, its accurate restoration, including retention and some restoration of interior elements, is desirable.

The replacement of the circumferential porch, clearly documented in photographs and record plans, is the most dramatic of the proposed changes. The groundplane guidelines propose a landscaped area sufficiently large and treed to recapture the setting and visual importance of this building.

There is virtually no original detail left on the first floor, allowing flexible and modern facilities, limited only by the location and appearance of the two doors and windows. As much of the existing fabric on the second and third floors should be saved as possible. The stairway must be retained (note that the missing rails are stored overhead on the first landing).

The interior finish and the clock mechanism will be restored, as well as the appearance of the cupola and clockfaces. The clock is operable and should be made accurate and maintained. Special lighting should be installed to make this feature visible at night.

In general, the special design and location of the Muster House will be limiting factors in the reuse potential. Public service uses, interpretive and informational seem the most likely. The cost and extent of restoration and the limited usable floor area suggest a public subsidized project, not private use.




SPECIAL NOTE:
THE ACCURATE RESTORATION OF THIS BUILDING IS CRITICAL TO THE OVERALL SUCCESS OF THE SHIPYARD PROJECT. THIS DEMANDS CAREFUL ATTENTION TO EXISTING EXTERIOR DETAIL, MORE OR LESS INTACT ABOVE THE FIRST FLOOR. THE ORIGINAL PLAN SHOULD BE FOLLOWED, ESPECIALLY THE STONEWORK, ALL PLASTER & WOOD DETAIL. EXISTING VAULT BE RETAINED AND MATCHED WHEN REQUIRED. THE FIRST FLOOR NEED NOT BE RESTORED EXCEPT SUNDRY & ELEMENTS VISIBLE FROM OUTSIDE.

**BNS/C**

BOSTON NAVAL SHIPYARD AT CHARLESTOWN

**REHABILITATION GUIDELINES**

DRAWING 1 OF 1 DATE NOV 76

BOSTON REDEVELOPMENT AUTHORITY

**31**

BUILDING NUMBER

Summary of Proposed Treatment Building #33

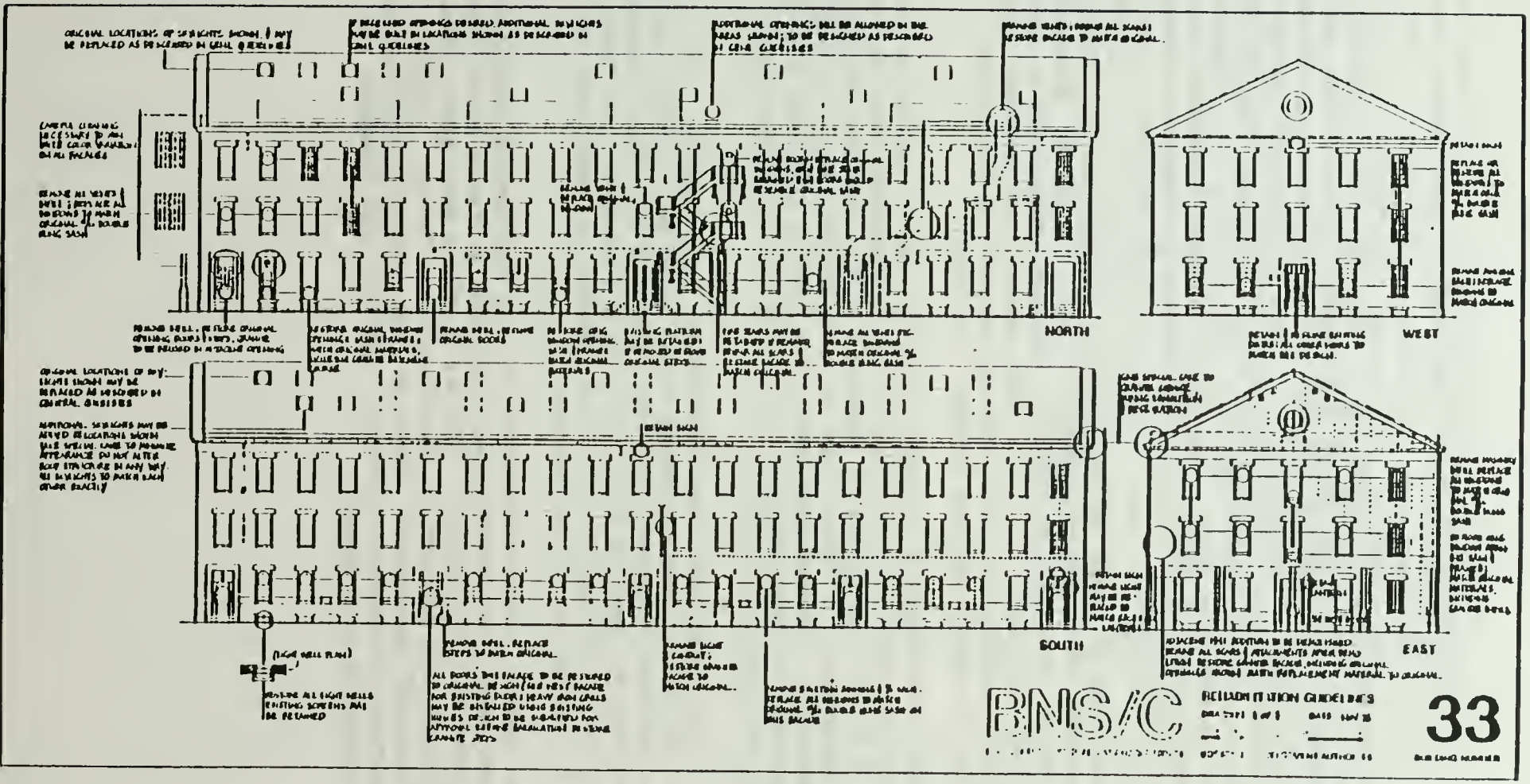
The eight granite buildings within the Historic Monument Transfer Area are visually dominant in the Shipyard because of their location and their appearance. Synpathetic treatment of their facades is critical to the successful reuse of the Shipyard. There is both wide variety and a collective impressiveness in their designs. These guidelines are developed to identify the salient characteristics of each building and, comparing these with the expected needs of successful reuse, to establish the elements which must be retained or replaced in kind as well as those which may be changed.

It is obvious that all needs for change cannot be addressed without a specific reuse or development proposal in hand. However, the spirit and intent of the physical changes and the resultant appearance is clear and any requested deviations, in writing with explicit and complete descriptions including specifications and material samples as appropriate, will be appraised foremostly as they respect this spirit.

The location of this granite store-house makes its appearance very important. The integrity of the front, South, facade is critical to the character of Second Avenue as it is proposed. The multiple-entrance nature of the design should be respected in future plans and the remaining portion of the interior layout - a central corridor with lateral firewalls - will be left intact. This imposes minimal restrictions to reuse because of previous changes to the original, more limiting layout.

The rear or North facade is somewhat less critical visually and has been more altered. Some of the existing embellishments may be retained as desired.

The south-facing roofplane must be retained as shown in the guidelines because of its high visibility from the National Historic Site and from Second Avenue. Additional skylights are allowable only if they are designed to be as inconspicuous as possible. Additional openings are allowed on the north-facing roofplane even though the proximity of the Tobin Bridge decreases their desirability.


NORTH
WEST
SOUTH
EAST
BNS/C
33

## Summary of Proposed Treatment Building #34

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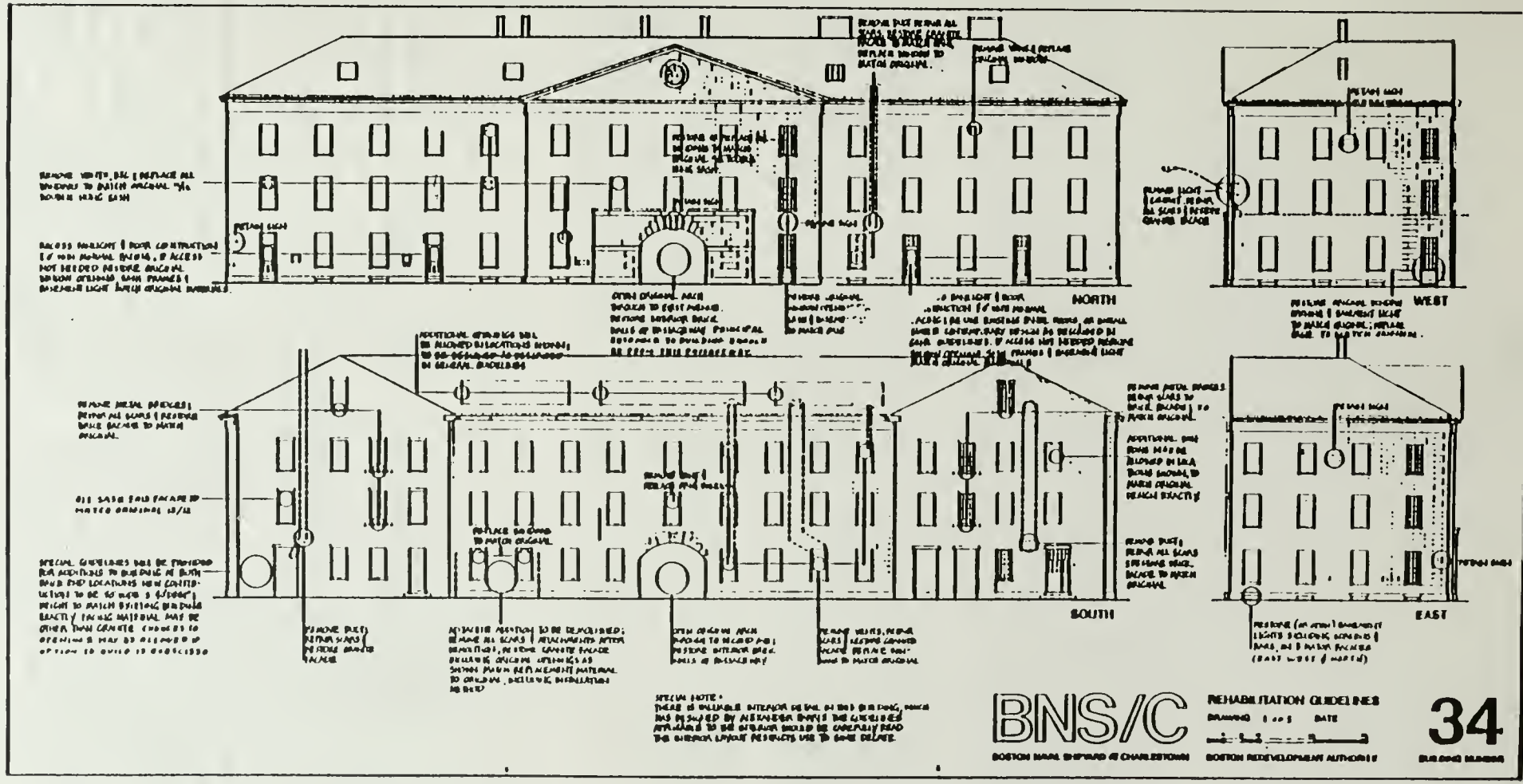
This granite store-house is the most significant of the buildings covered by these guidelines for several reasons; it is associated with an important architect, it is the sole surviving fragment of an unrealized site plan that was substantially different from the one actually built, its smooth facade represents a unique style among the granite buildings and it retains significantly more interior fabric than any other building in the Historic Monument Transfer Area.

These facts have produced a few inconsistent requirements. Four of the windows in the Second Avenue facade which have been altered into doors will not be restored in order to provide access to the interior spaces while minimizing the need to alter the interior firewalls. The fifth window, in the central pavillion, will be restored to reestablish the integrity of this portion of the building.

The arched passage which would have led into the central courtyard of the proposed design will be reopened; principal entrance to the building should be from this passageway. The walls of the passageway should be carefully cleaned and restored to retain maximum fabric. There is a minimum amount of documentary evidence and, therefore, special care will be taken during construction to retain, interpret and integrate all physical evidence that is found.

The interior spaces of the building are unusually rich with original and/or significant material. The entire hoist mechanism as its exists will be retained, including the hoistway and closures. All existing firewalls and iron firedoors will be retained. Minimal cleaning is to be done, to protect these elements. A significant amount of the laboratory cabinetry and equipment will be retained; minor relocation and combination is permitted to make the final more comprehensible. All panelling and window frames will be retained. Specific plans for all interior work will be submitted and approved before any work or demolition is done.

There are implicit limitations to reuse imposed by these facts. These may be partially mitigated by the new construction which is described in and controlled by separate standards. The visual and locational importance of the building will also compensate for the limitations. Reuse that is compatible with the interpretive and historic value of the building should be sought.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REHABILITATION GUIDELINES
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34
BOSTON NAVAL SHIPYARD AT CHARLESTOWN
BOSTON REDEVELOPMENT AUTHORITY

Summary of Proposed Treatment Building #38

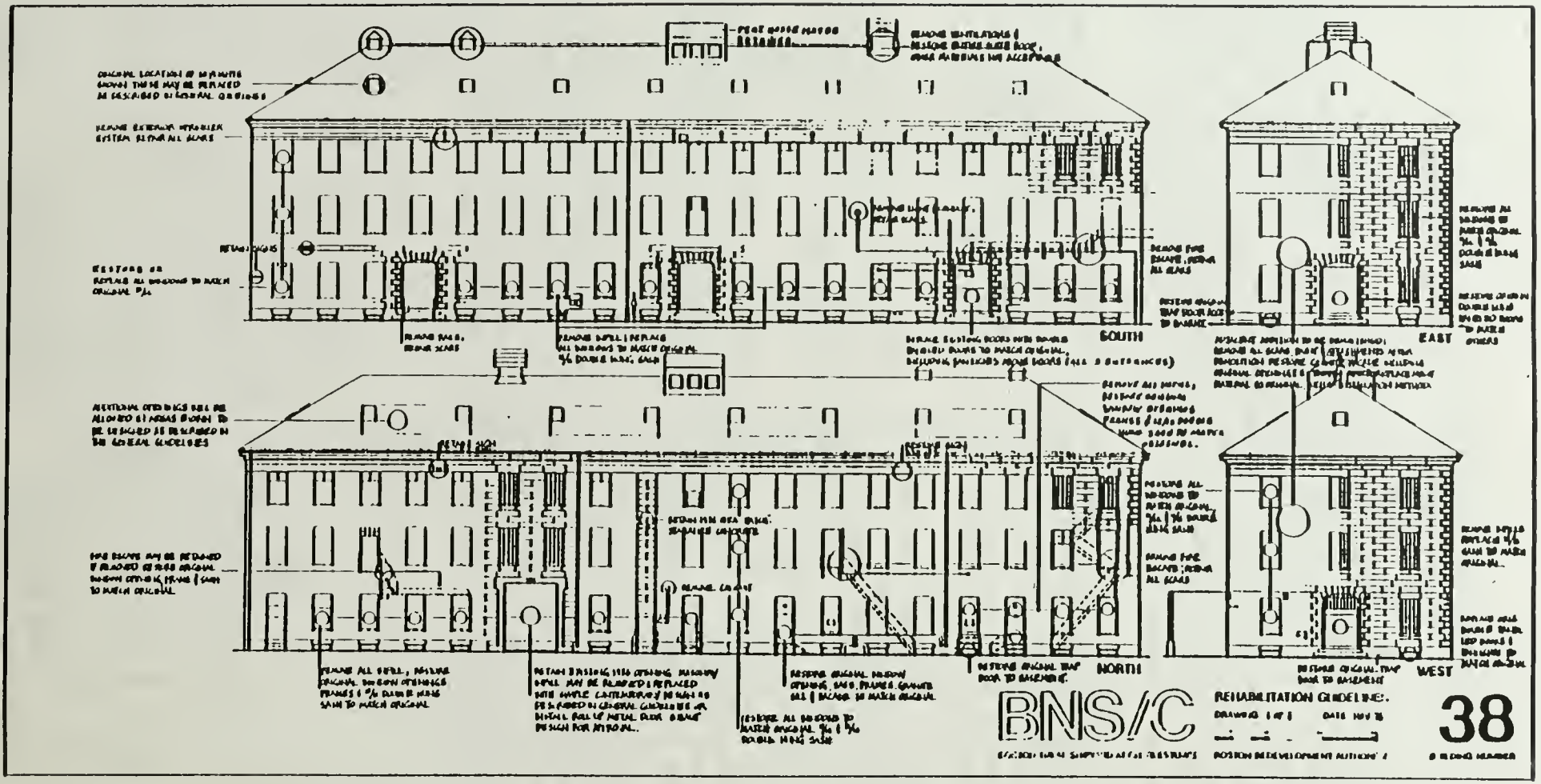
The eight granite buildings within the Historic Monument Transfer Area are visually dominant in the Shipyard because of their location and their appearance. Synpathetic treatment of their facades is critical to the successful reuse of the Shipyard. There is both wide variety and a collective impressiveness in their designs. These guidelines are developed to identify the salient characteristics of each building and, comparing these with the expected needs of successful reuse, to establish the elements which must be retained or replaced in kind as well as those which may be changed.

It is obvious that all needs for change cannot be addressed without a specific reuse or development proposal in hand. However, the spirit and intent of the physical changes and the resultant appearance is clear and any requested deviations, in writing with explicit and complete descriptions including specifications and material samples as appropriate, will be appraised foremostly as they respect this spirit.

The interior of this building has been totally rebuilt several times, so there are no restrictions on reuse other than the progmatic advantage of reusing the spaces that exist insofar as possible. These include a large-volume theatre, a bowling alley and an amount of clear-span retail space.

The exterior has survived intact, in spite of the interior use changes - with the exception of the two interesting changes on the north facade shown on the guidelines. These will be retained; the W.P.A. infill projects are important in reading the history of the Shipyard.

It is necessary to restore the integrity of the East facade after the removal of the attached building. If a complementary use were found, it is allowable to attach the new construction on the site of Building 150 to the East facade of Building 38, within the area of the existing substation. Such attachment should expose the maximum amount of the original granite facade of Building 38 and establish the visual integrity of the building.


SOUTH
EAST
NORTH
WEST
BNS/C
REHABILITATION GUIDELINES
38

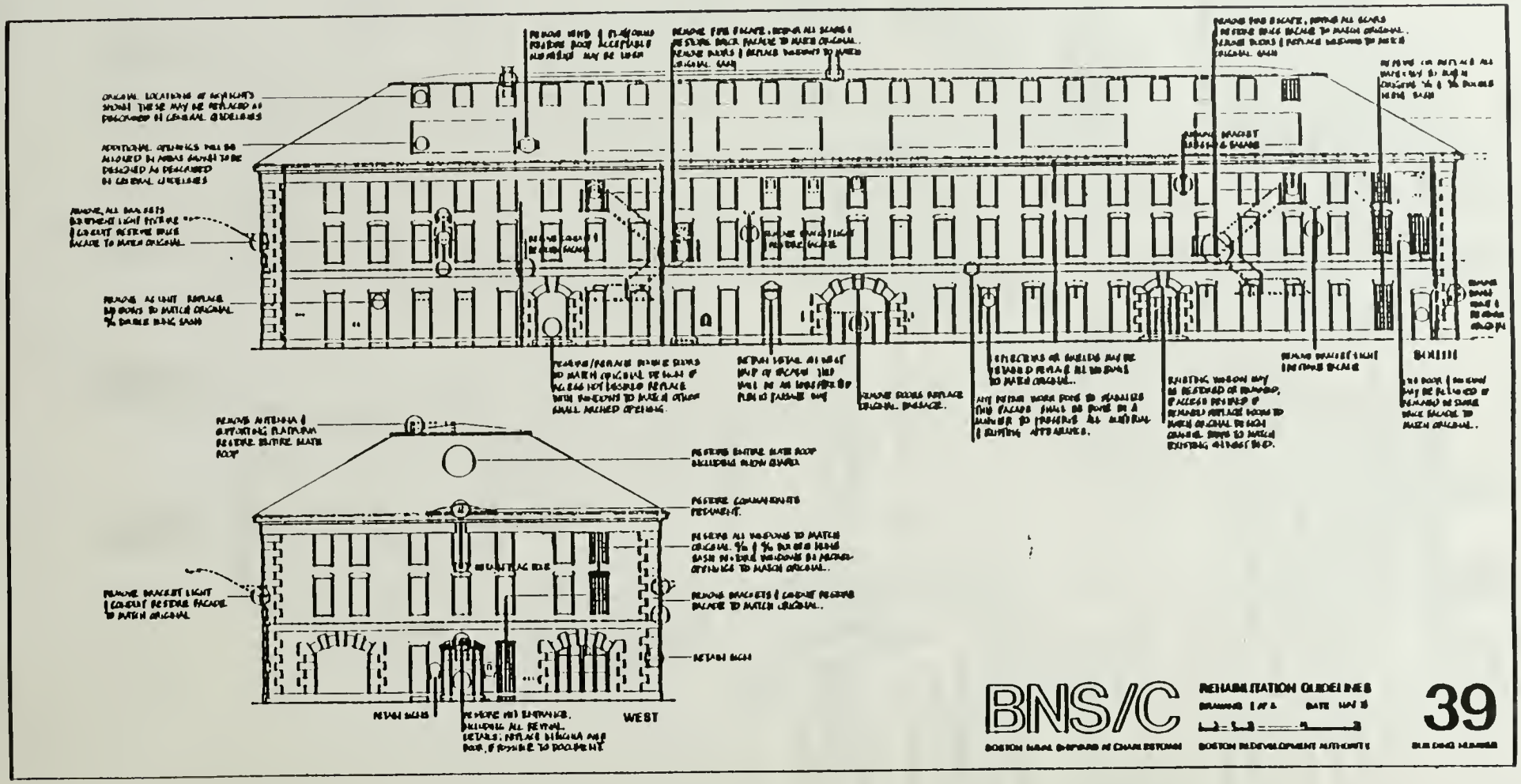
Summary of Proposed Treatment Building #39

This brick and granite building occupies a very large and important site in the shipyard. It will be a visual interface between the "restored" 2nd Avenue area and the new, main 1st Avenue. It will provide the most meaningful, intra-block pedestrian link between the more historic area and the new development. The design of this reopened passageway should reflect both its traditional appearance and its new function. It is anticipated that this intra-block passageway will be the functional center of this building.

There is a very apparent structural fault resulting from the two different foundation systems original to the building. Whatever repair this requires should be done so as to minimize the visual impact on the facade.

The northern end of this building will face a major open space. The removal of the existing addition and restoration of the facade is important to the appearance of the open space. The optional building area shown in the guidelines is located in the approximate location of the supportive power plant built at the same time as the original building.

There is distinctive wood detailing in the south east section of the 2nd floor, principally window frames and column surrounds, which should be left in place.

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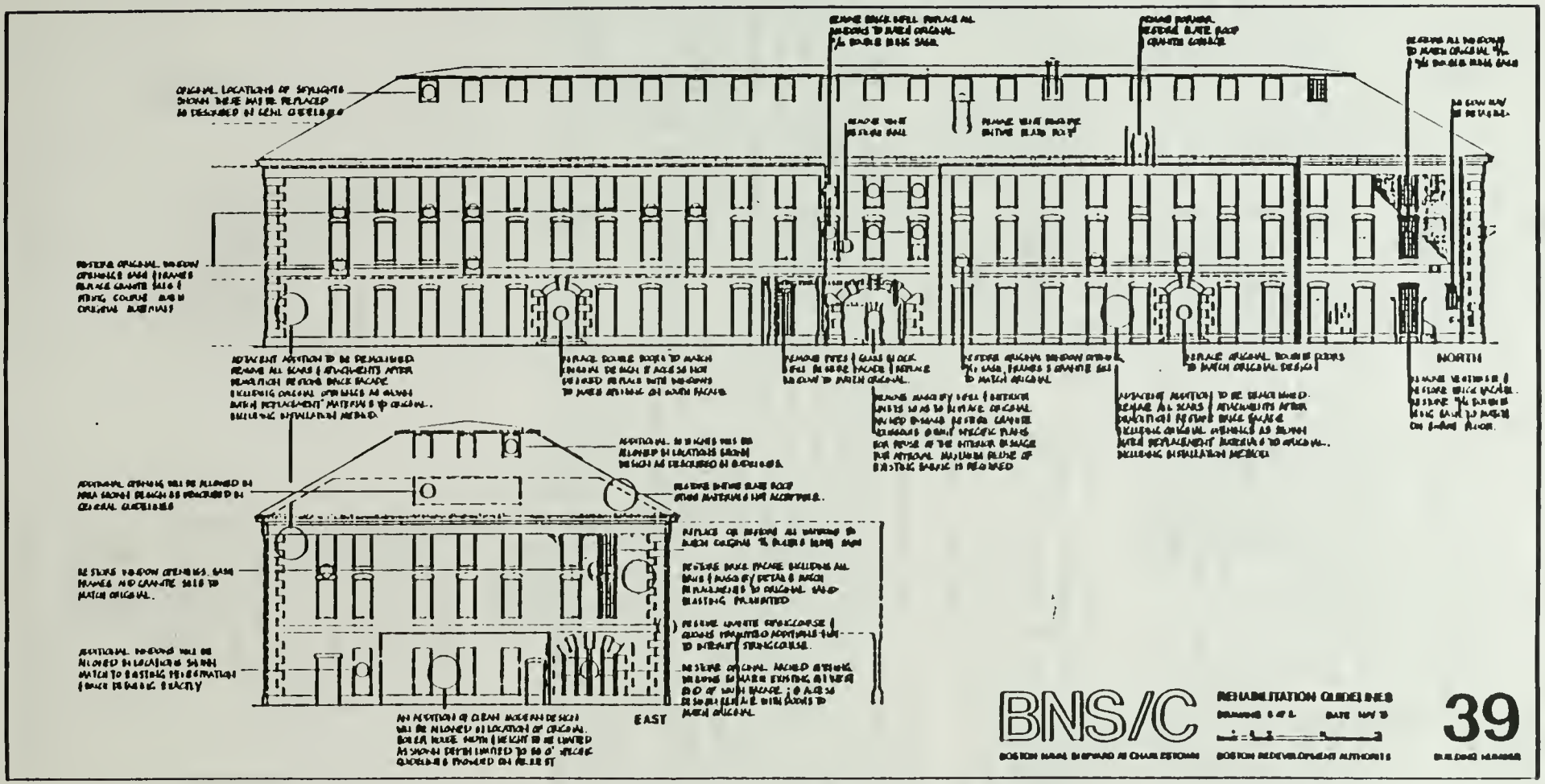
REHABILITATION GUIDELINES

BOSTON NAVAL SHIPYARD AT CHARLESTOWN

BOSTON REDEVELOPMENT AUTHORITY

39

BUILDING NUMBER


NORTH
EAST
BNS/C
REHABILITATION GUIDELINES
BOSTON NAVAL SHIPYARD AT CHARLESTOWN
BOSTON REDEVELOPMENT AUTHORITY
39

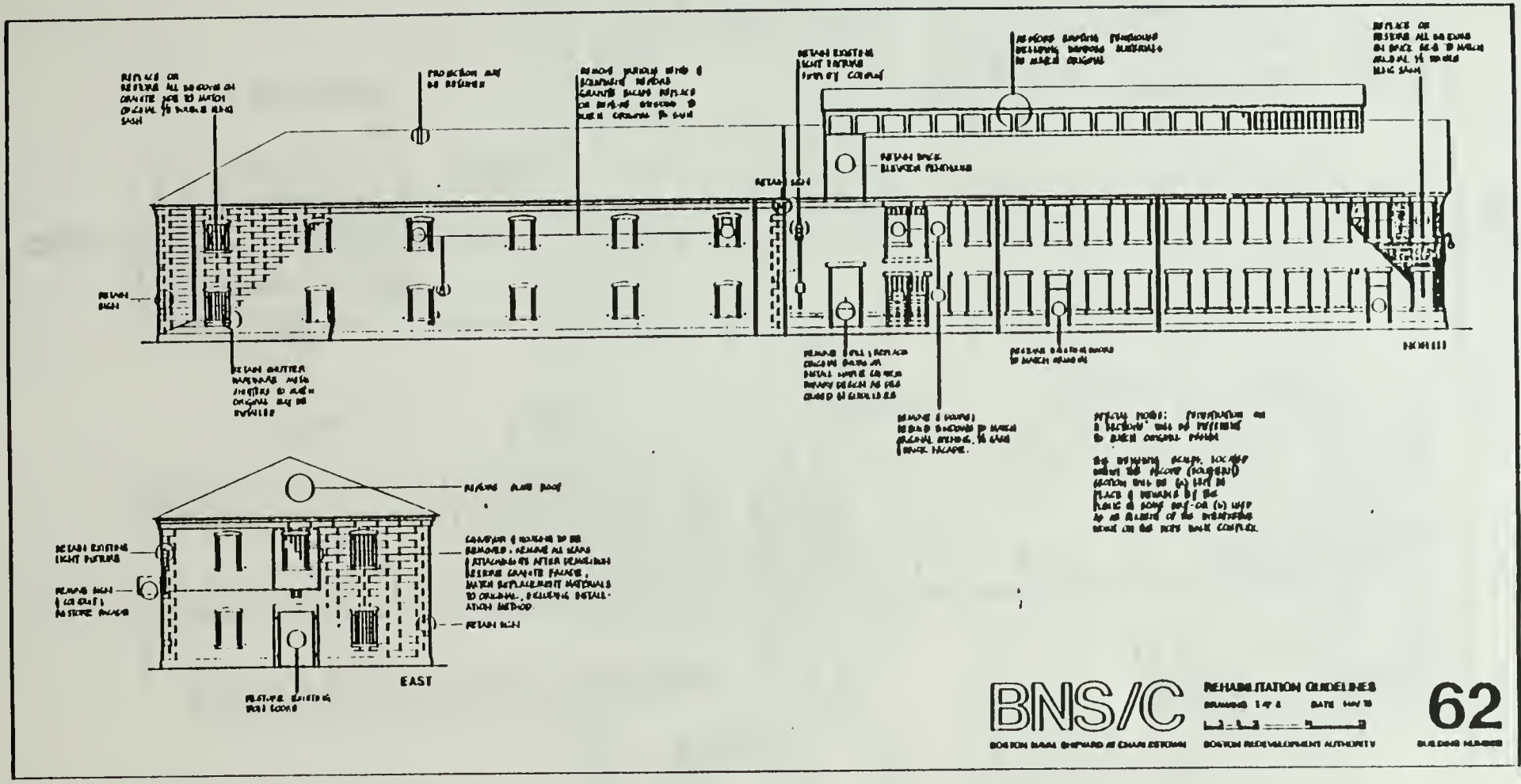
Summary of Proposed Treatment Building #62

The eight granite buildings within the Historic Monument Transfer Area are visually dominant in the Shipyard because of their location and their appearance. Synpathetic treatment of their facades is critical to the successful reuse of the Shipyard. There is both wide variety and a collective impressiveness in their designs. These guidelines are developed to identify the salient characteristics of each building and, comparing these with the expected needs of successful reuse, to establish the elements which must be retained or replaced in kind as well as those which may be changed.

It is obvious that all needs for change cannot be addressed without a specific reuse or development proposal in hand. However, the spirit and intent of the physical changes and the resultant appearance is clear and any requested deviations, in writing with explicit and complete descriptions including specifications and material samples as appropriate, will be appraised foremostly as they respect this spirit.

The granite portion of this building, the northern portion, is part of the original ropewalk complex, designed by Alexander Parris. It will not be part of the interpretive museum but it is critical that it relates to the Ropewalk (58) and Tarring House (60) visually. Therefore, the facade will be restored, including the iron shutters and hardware. The end facade will be restored after the removal of the conveyor connector to Building 149. The interior will be reused and should be left as unchanged as possible. This suggests a use that requires minimum interior partitions so that the simple interior structural system can be left visible. The restoration of the brick addition is not required.

The classic motif scales should be retained in situ if adequate public visibility can be provided. Otherwise they should be installed as part of the Ropewalk interpretive museum.

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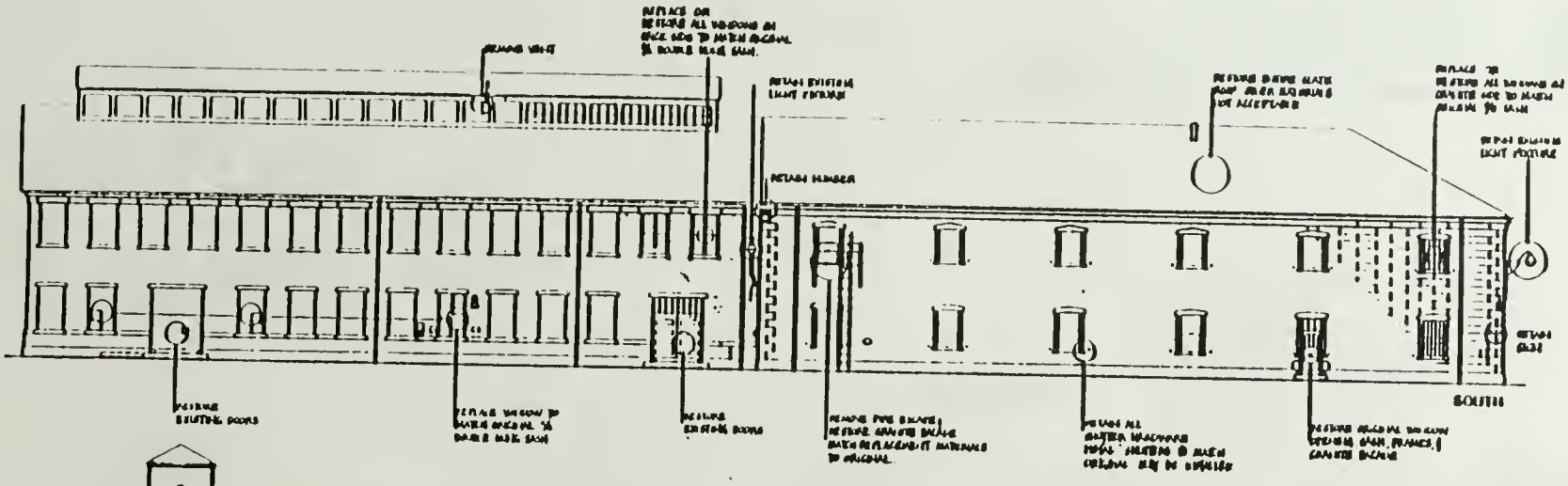
REHABILITATION GUIDELINES

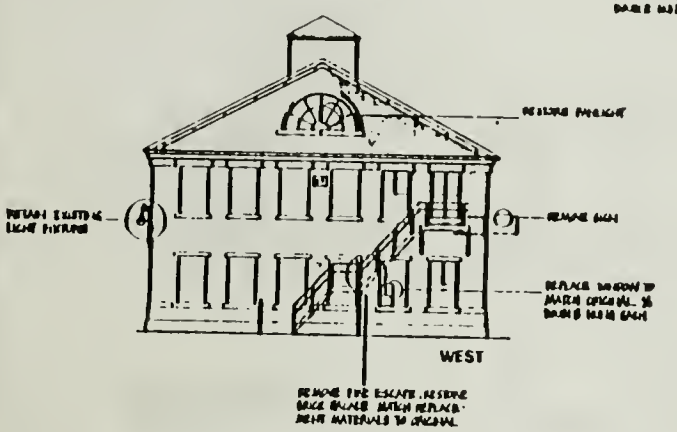
BOSTON NAVAL SHIPYARD AT CHARLESTOWN

BOSTON REDEVELOPMENT AUTHORITY

62

BUILDING NUMBER

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BOSTON NAVAL SHIPYARD AT CHARLESTOWN

REHABILITATION GUIDELINES

BOSTON REDEVELOPMENT AUTHORITY

62

BUILDING NUMBER

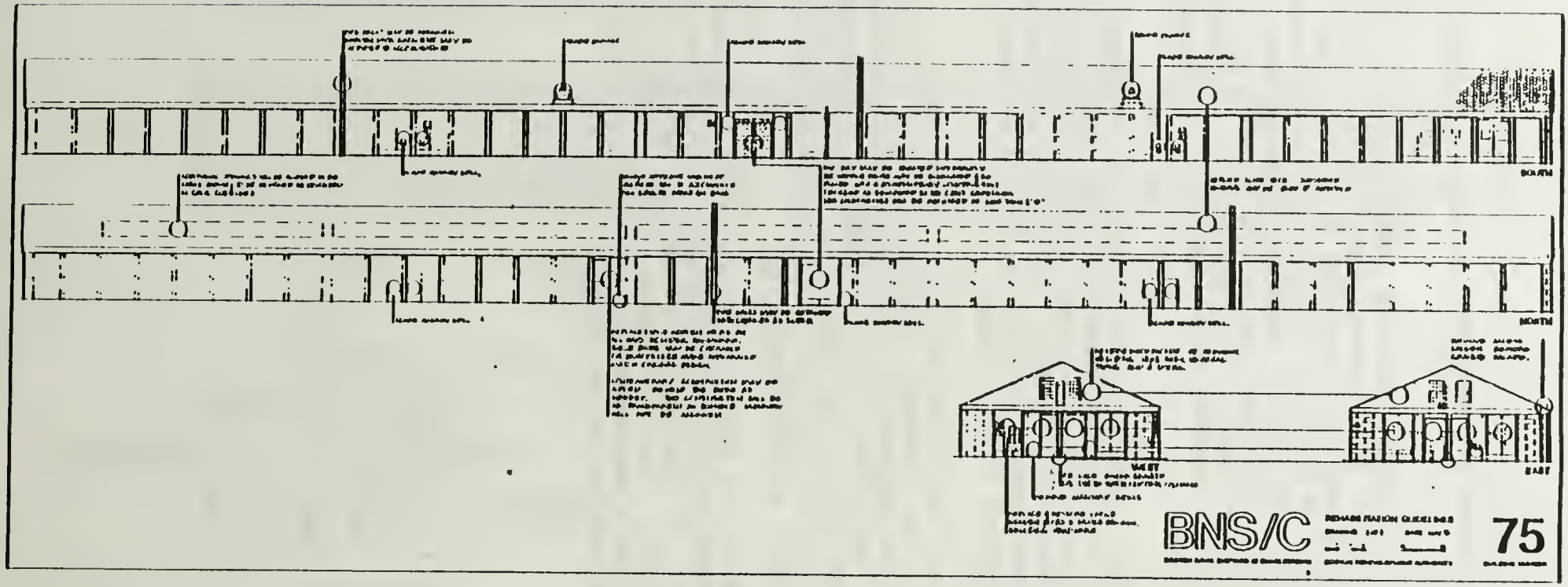
Summary of Proposed Treatment Building #75

The eight granite buildings within the Historic Monument Transfer Area are visually dominant in the Shipyard because of their location and their appearance. Synpathetic treatment of their facades is critical to the successful reuse of the Shipyard. There is both wide variety and a collective impressiveness in their designs. These guidelines are developed to identify the salient characteristics of each building and, comparing these with the expected needs of successful reuse, to establish the elements which must be retained or replaced in kind as well as those which may be changed.

It is obvious that all needs for change cannot be addressed without a specific reuse or development proposal in hand. However, the spirit and intent of the physical changes and the resultant appearance is clear and any requested deviations, in writing with explicit and complete descriptions including specifications and material samples as appropriate, will be appraised foremostly as they respect this spirit.

This is the sole survivor of the half-dozen timber sheds that filled the northern section of the shipyard. To recapture the Granite-post, wooden door character of the original building poses the most interesting design problem in the HMTA. A very contemporary, transparent enclosure is desired and retention of the wooden doors with their long hinges is required. Replacing the slate roof of this building is essential to establish the integrity of the appearance.

Complementary reuse with Building 106 should be considered. In this event, a sympathetic groundplane treatment to "unite" the two buildings will be considered. No attachements to the end facades or the south facade will be allowed. The north facade may be treated in a different way; the appearance is less restricted. However, the free-standing shed appearance of the building will be reestablished.


SOUTH
NORTH
WEST
EAST
BNS/C
75

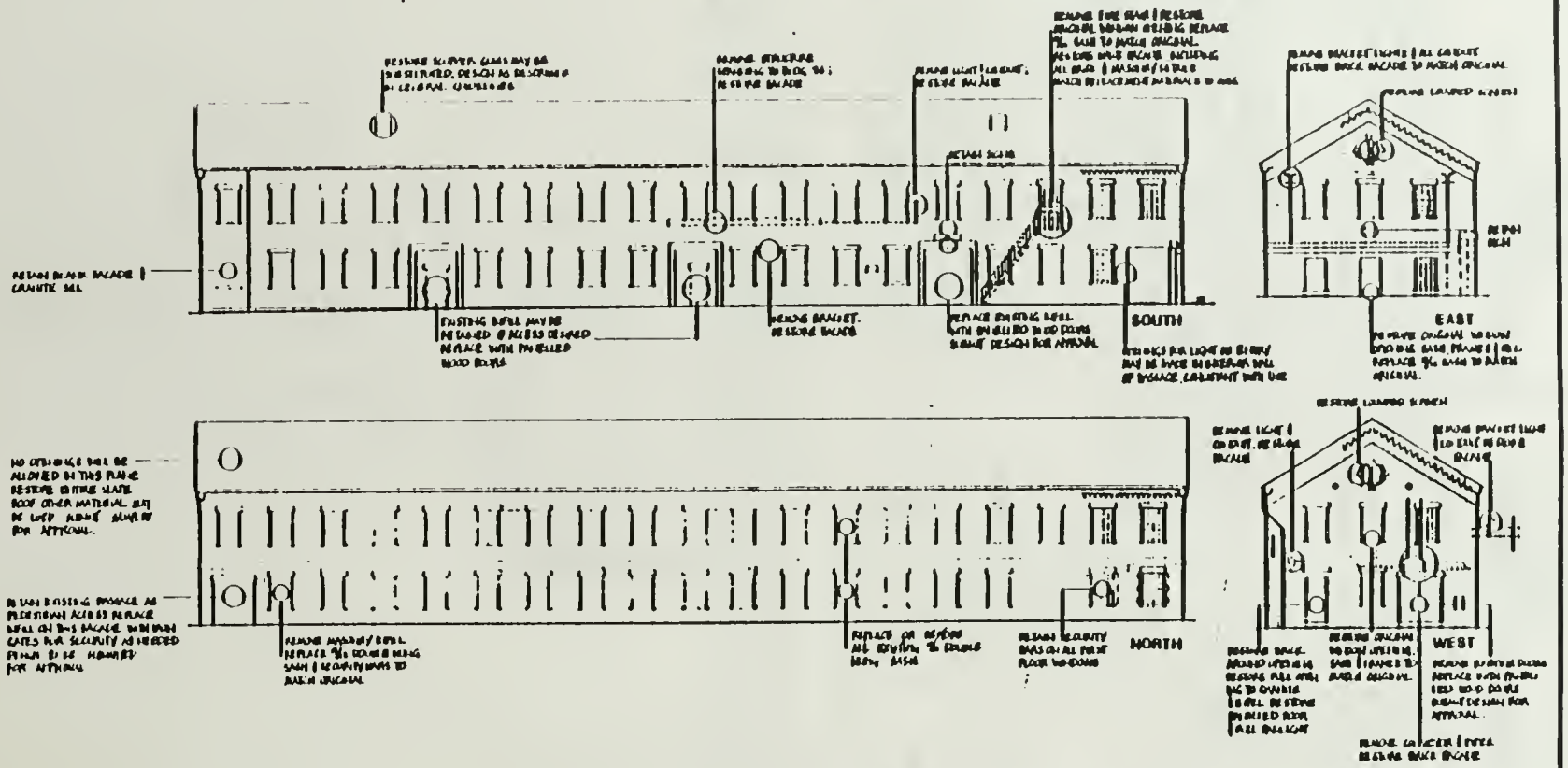
Summary of Proposed Treatment Building #79

This brick building, with its heavily rusticated granite detailing, occupies a very prominent location at Gate 5 and will incorporate one of the two pedestrian entrances. This high visibility provides good market potential and limits activities requiring heavy servicing.

The glass in the small-paned sash is irregular and should be preserved. The open trusses of the roof and the remnant of the original end-wall should be incorporated in the interior reuse. The small wooden stairway and panelling in the western corner should be retained in place. The brick arched openings beneath the end-wall remnant should be visible if possible. The required vertical connection could be used to emphasize the origninal size of the building by directly relating to the existing end-wall.

In general, the narrow space between this building and its abutter provide an opportunity to incorporate required, contemporary detailing and elements within this area. Otherwise, the facade elements should be carefully preserved. The "outside" (west) facade should be carefully done to preserve the wall characteristic. Only the southern end facade requires moderate restoration work.

It is possible that Buildings 79 and 96 would be used together; some minimal, contemporary connection could be proposed. Any designs for such a connection should be submitted for approval before any changes on construction are made.




BNS/C

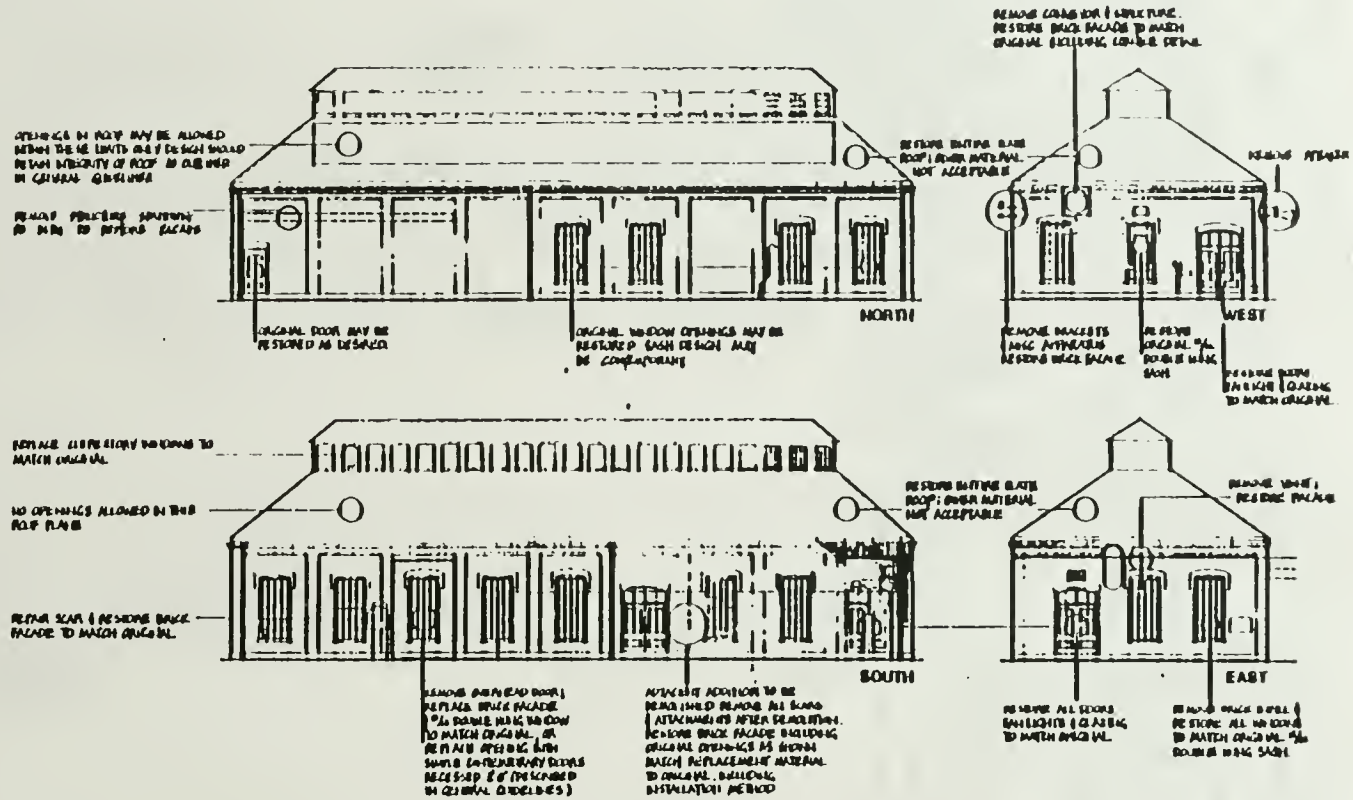
REHABILITATION GUIDELINES

79

Summary of Proposed Treatment Building #96

The small size and visual prominence of this building present some difficulities in balancing reuse and preservation. For this reason a combined use with Building 79 might be considered, including a minimal contemporary connection. Any design for such a connection should be submitted for approval before any change or construction is made.

The brick-panel configuration should be preserved. Any major change required should be done on the western facade, in the narrow passage adjacent to Building 79. It should be noted that this building will be virtually surrounded by a pedestrian plaza and landscaped areas which will impact the treatment of the existing doorways on the east side.

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BOSTON NAVAL SHIPYARD AT CHARLESTOWN

REHABILITATION GUIDELINES

DRAWING 1 OF 1 DATE MAY 78

BOSTON REDEVELOPMENT AUTHORITY

96

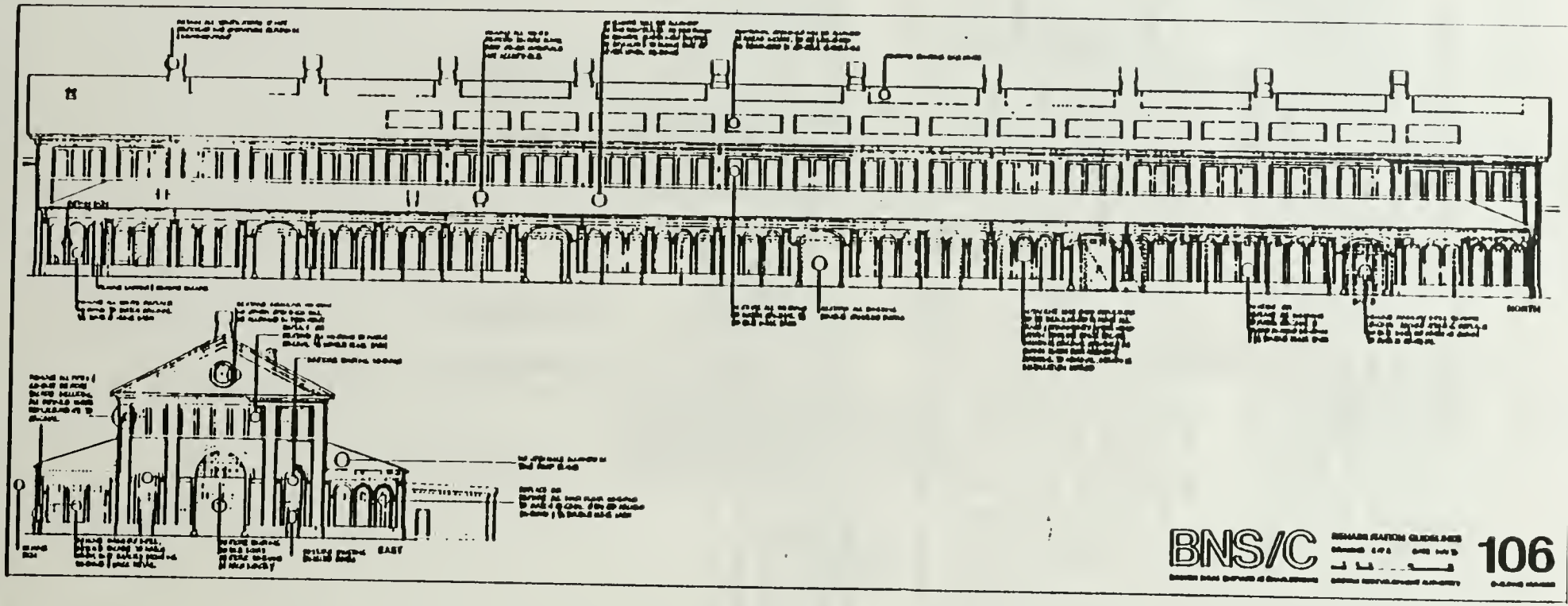
BUILDING NUMBER

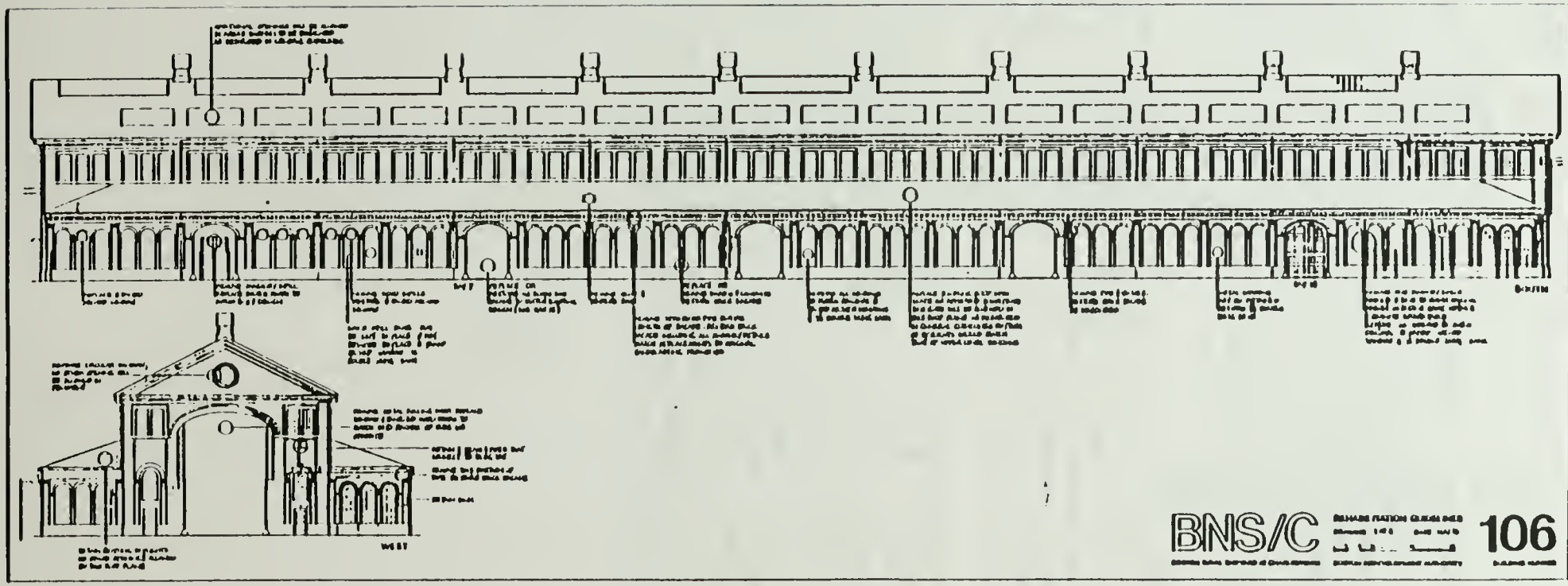
Summary of Proposed Treatment Building #106

This fine, repetitive-arch brick building retains the original appearance that its neighbor, Building 105, has lost because of extensive additions. The intention is to preserve Building 105 in its current configuration and to make the minor alterations that will restore the original appearance of Building 105. In general, this requires the removal of the wooden sheds on the northwest facade and restoration of all the arches including the fan-like upper sash.

It is desirable to retain, at least, some sense of the large nave-like interior space. Uses and/or designs that incorporate at least an appreciable amount of this space will be encouraged. At a minimum, the steel structural system especially the balcony supports and roof structure should be exposed and incorporated in any new construction. This interior is the most evocative of the scale and drama of the shipyard activity of all the buildings currently considered for reuse in the Transfer Area. Therefore it is hoped that an imaginative and supportive reuse proposal will retain as much of its existant character as is possible. The brick interior walls should be retained, and left exposed if possible. The configuration of mezzannines and sideshops should be preserved as much as possible.

In general, any requirements for access or new design features should be limited to the north-west facade in order to mazimize the impact of the original forms along 1st Avenue. It should be noted that the north-west facade faces the granite timber shed (Building 75) which will be restored and that any proposed changes to Building 106 will be considered in terms of the impact on this unique structure.


NORTH
EAST
BNS/C
106

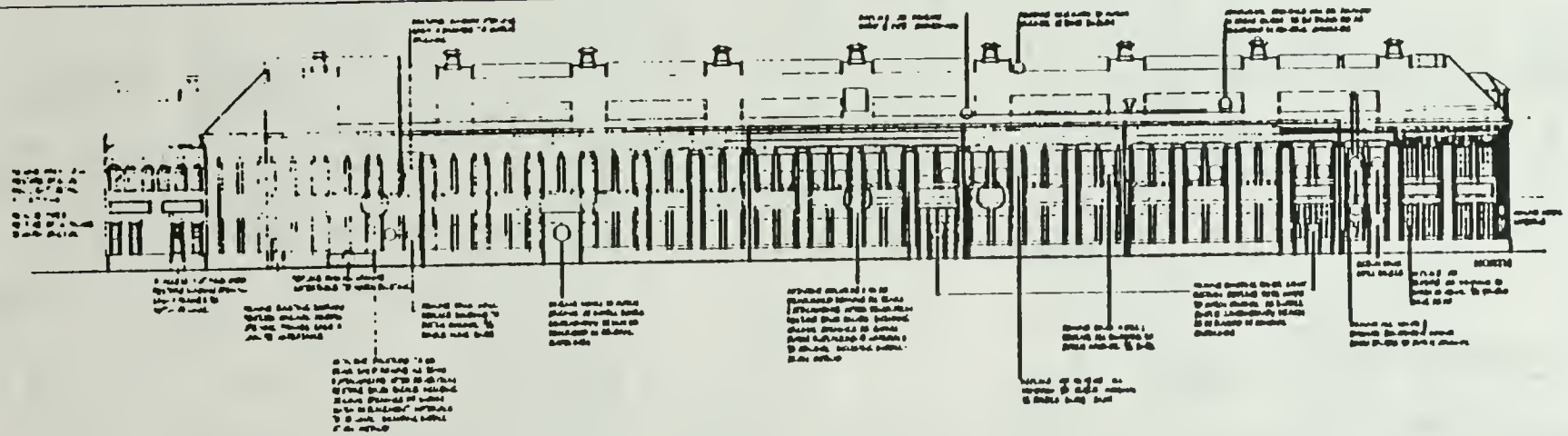

BNS/C
106

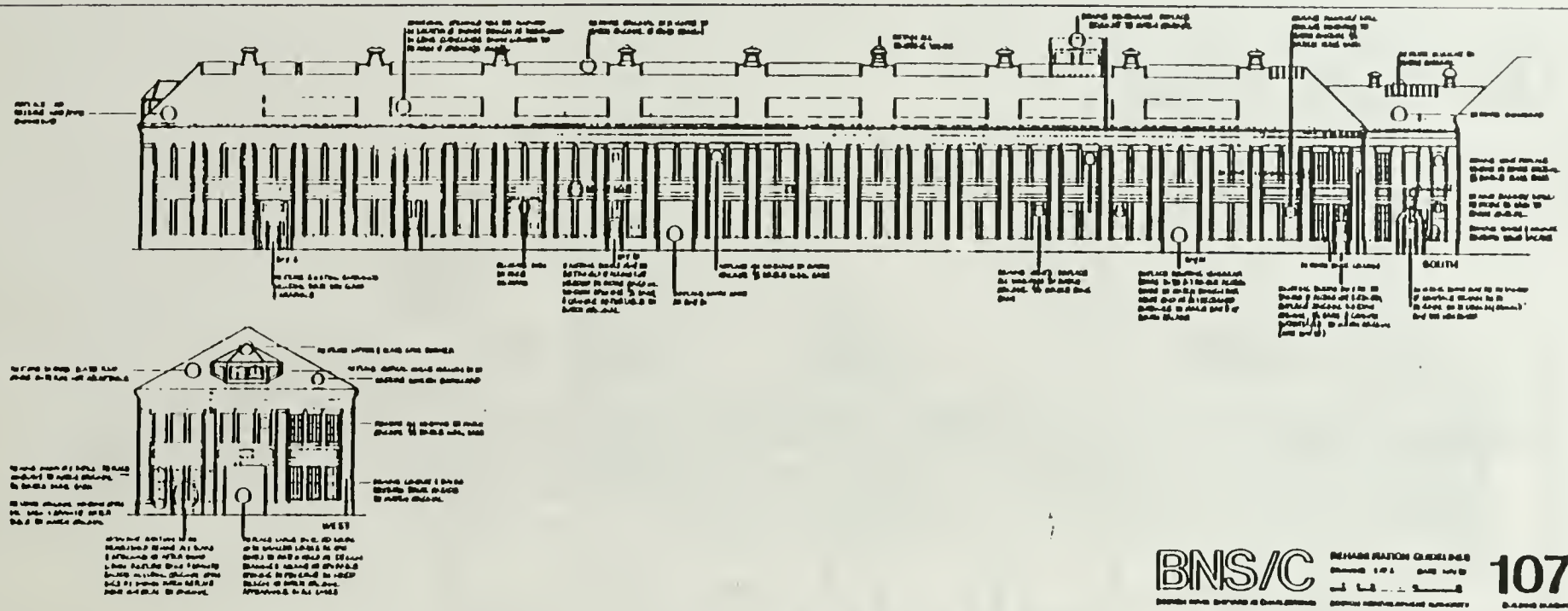
Summary of Proposed Treatment Building #107

This panelled brick building occupies a visually prominent place as one edge of a major open space, which runs the length of the ropewalk. It is also very near the main entrance to the shipyard, with its distinctive end-facade immediately visible from Gate 4. One entire facade (north-west) is actually the edge of a green space (a recollection of "Anchor Park") which will restrict access to only one side and will substantially enhance the desirability of the spaces inside. Access may be allowed to the eastern end if a particular need is established.

There is no interior detail on the ground floor to be preserved, except for the entrance doors and vestibule, including stairs, in the third bay from the eastern end. These should be incorporated into any reuse plan. There is a concave plaster-cove detail throughout most of the second floor which would be preserved whereever possible. It should be noted that there is remaining evidence of a mezzanine-like arrangement for the upper floors of this building which might be reconsidered.

Particular attention should be given to the connecting element at the northern end, leading to Building 108. These guidelines assume the retention of sufficient parts of Building 108 to enable retention, as exists of this connector. In the event Building 108 is not retained the guidelines will be amended to either, (a) remove the connector and finish the northern end of 107, (b) retain the connector and finish the northern end of it or (c) ensure the design of a new building to replace 108 carefully integrates the connector into this building. Unless the connector is demolished it may be desirable to allow pedestrian access through the building, to the open space, requiring a new entrance on the north west facade. Additional guidelines will be provided to ensure this entrance is consistent with the character of the existing facade.





BNS/C

107

Summary of Proposed Treatment Building #108

Because of the complexity of the existing building, which has been added on to and altered numerous times, three options for reuse are outlined.

Option 1. Maximum Retention

This approach would call for the retention of all the major existing structure; only the metal shed connected to the Ropewalk and some incidental structures would be demolished. All of the boilers and supportive equipment will be removed, leaving the large steel structure inside the newer portion of the building for incorporation in the new design. The equipment inside the original portion of the building will also be removed.

The remaining portions of the building will be stabilized. Restoration requirements are minimal under this option, allowing reuse of most existing elements or replacement with more contemporary designs.

This retention option assumes very special reuse and is the most complicated. It also allows the greatest square footage and provides the greatest opportunity to preserve the industrial character of the Shipyard.

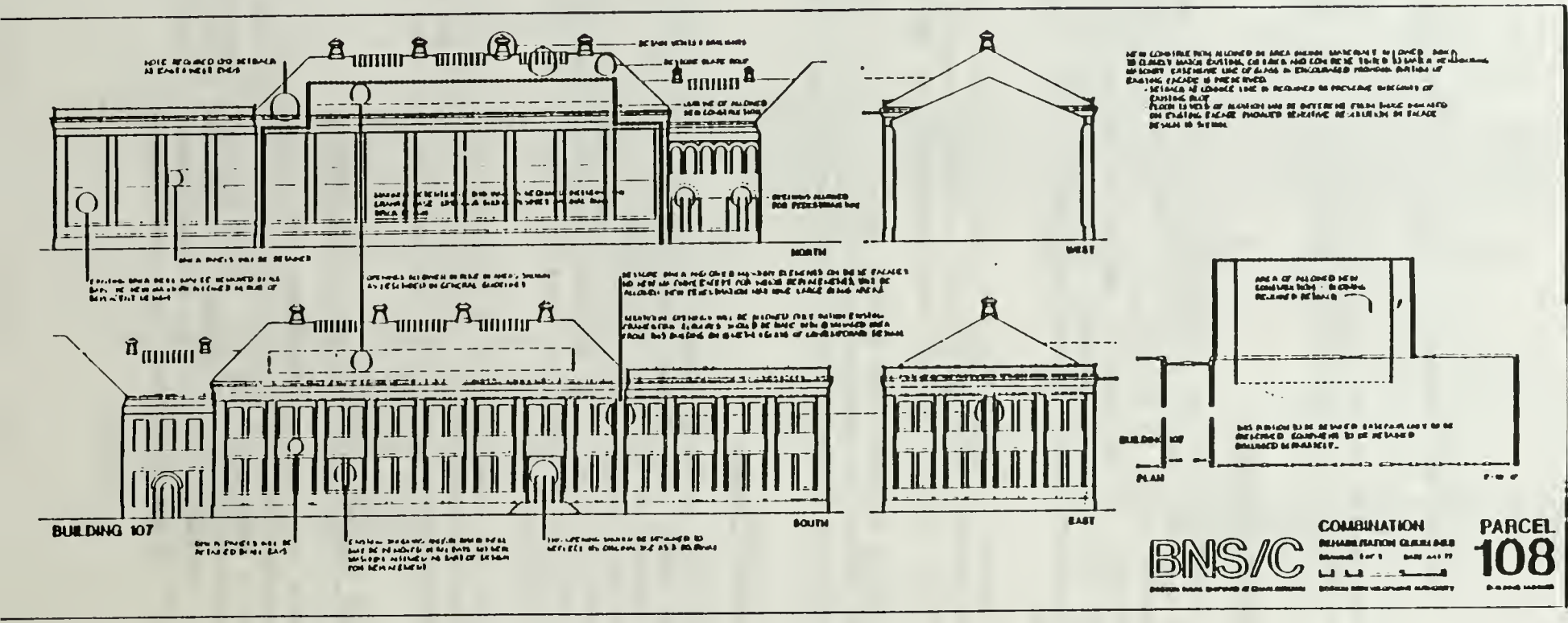
Option 2. New Construction

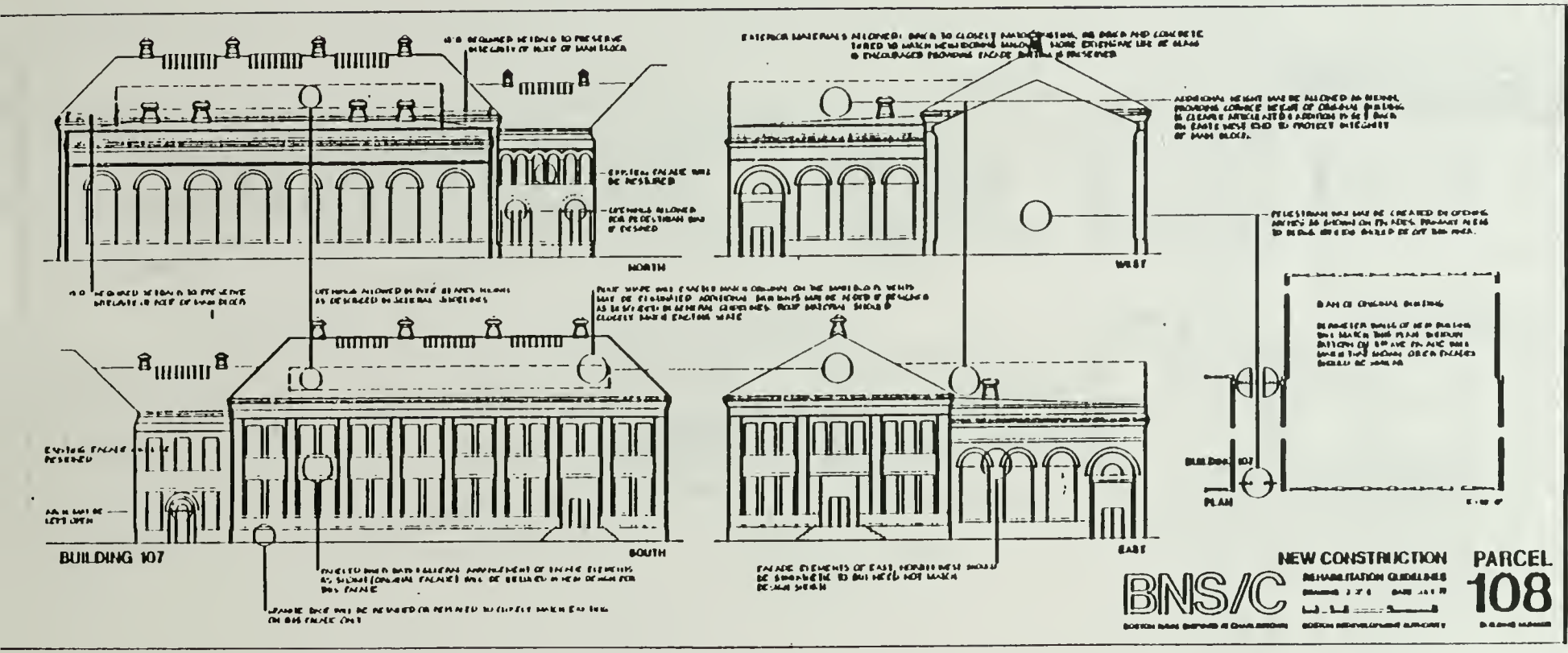
If the entire, existing building is demolished, the replacement structure will be contained within the volume of the original massing, with a modest addition allowed in the rear, facing the Ropewalk. In addition to providing the least amount of square footage, this option poses the very real problem of restoring (or protecting during demolition and reconstruction) the link between buildings 107 & 108. This problem is minimized under Options 1 and 3.

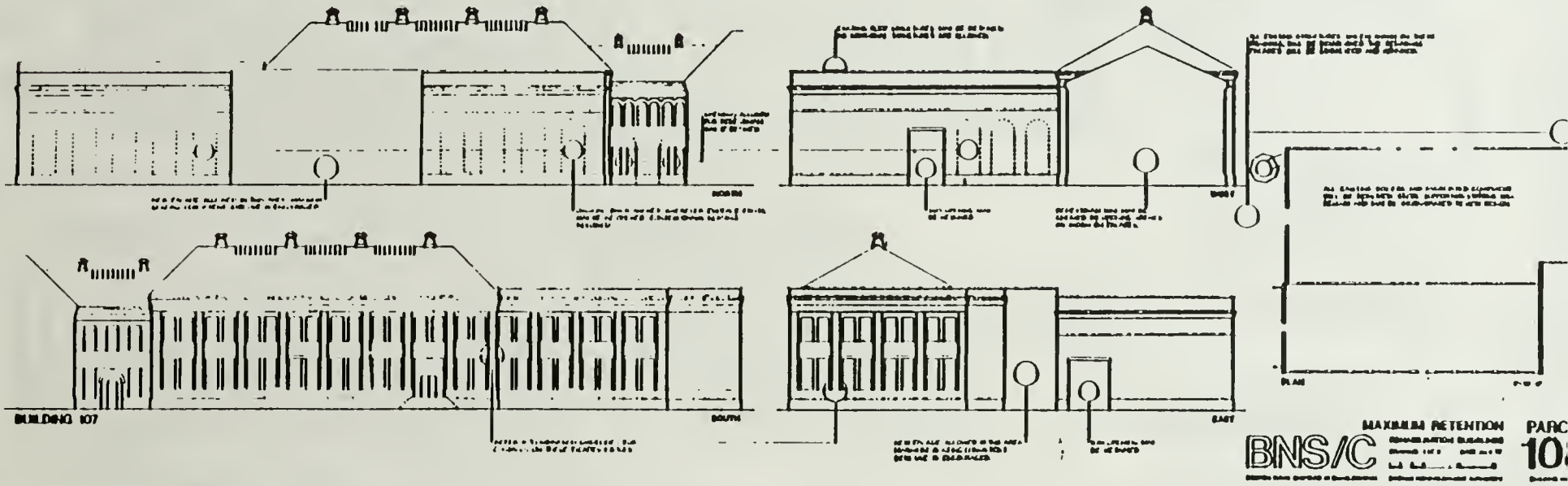
The appearance of this new building is expected to be non-imitative of but sympathetic to the neighboring buildings. The materials and the design will be very carefully reviewed and approval will depend on this integration.

Option 3. Partial Retention with an Allowed Addition

This option retains the existing mass along 3rd Avenue which is the most vital to the character and streetscape quality of the area. The proposed removal of the equipment will create a large, clear-span volume with great flexibility. An addition on the west facade, facing the Ropewalk, is allowed; this addition approximates the massing of the building before the larger boiler sections were appended.


NORTH
WEST
SOUTH
EAST
BUILDING 107
PLAN
BNS/C
COMBINATION
PARCEL
108

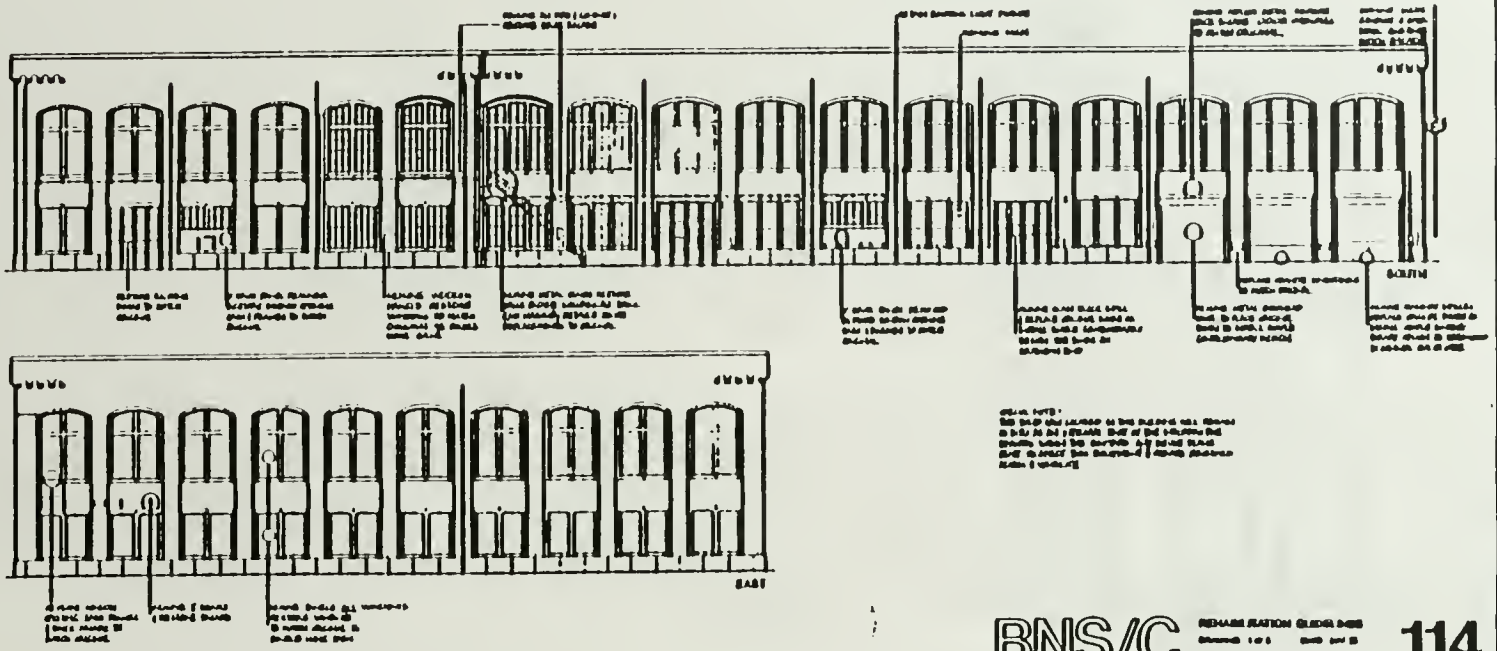

NORTH
WEST
SOUTH
EAST
BUILDING 107
PLAN
NEW CONSTRUCTION
REHABILITATION GUIDELINES
BNS/C
PARCEL
108


BUILDING 107
SOUTH
WEST
EAST
PLAN
BNS/C
MAXIMUM RETENTION

Summary of Proposed Treatment Building #114

The special industrial character of this building, including the large windows and doors and the external extraction equipment, will be maintained. Any of the optional changes, such as reduction of entrance sizes, will be done to reinforce this character.

The only distinguished interior element in the building is the very large band saw which will be preserved, either in situ or by removal for installation elsewhere. Otherwise, the open spans are flexible and adaptable to a variety of light industrial uses.



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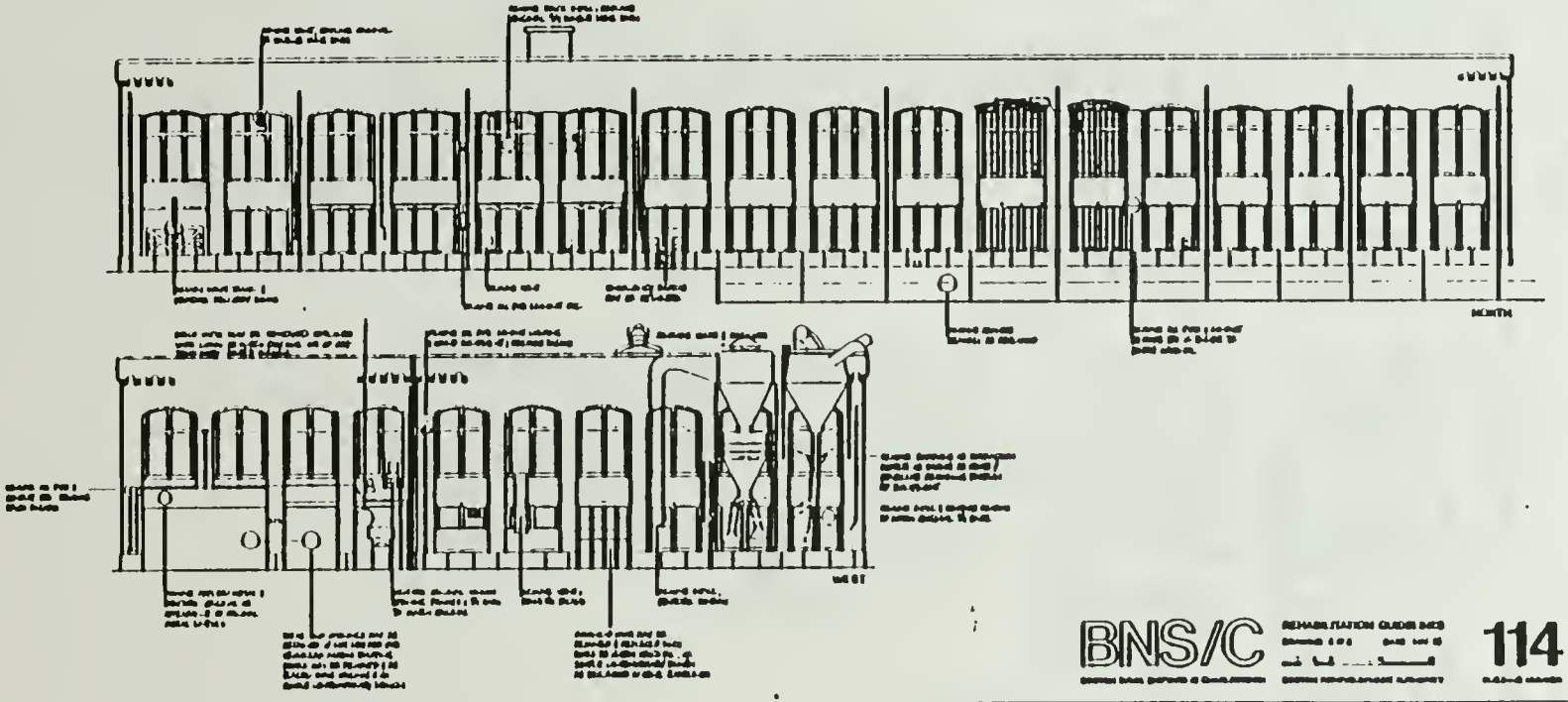
114



BNS/C

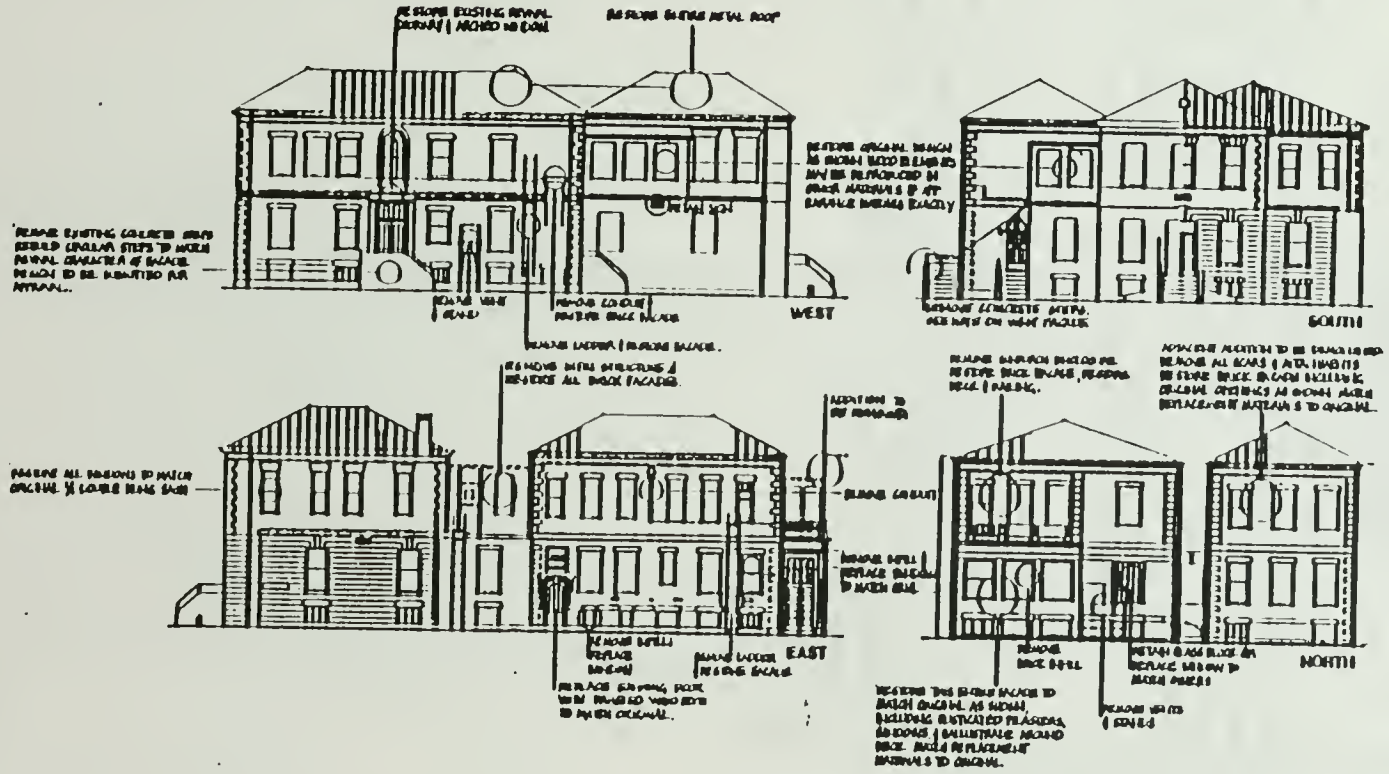
114

Summary of Proposed Treatment Building #120

The small, unusual brick dispensary is being returned to its original massing with the removal of the asbestos-sided additions to the rear and a partial restoraton of original details. With the restoration of the Muster House (31) and the open space of Anchor Park, the Dispensary will become a highly visible building. No additions will be allowed to this building, to prevent increased impact on the Muster House and its surround.

The interior detail for the most part is so specific to the use as a dispensary that only minor reuse is expected. The quality of some of the existing woodwork would suggest reuse or incorporation in new designs.

The distinctive quality of the brickwork, both color/texture and coursing, will be preserved. The original ballustrade details will be replaced.

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BOSTON NAVAL SHIPYARD AT CHARLESTOWN

REHABILITATION GUIDELINES

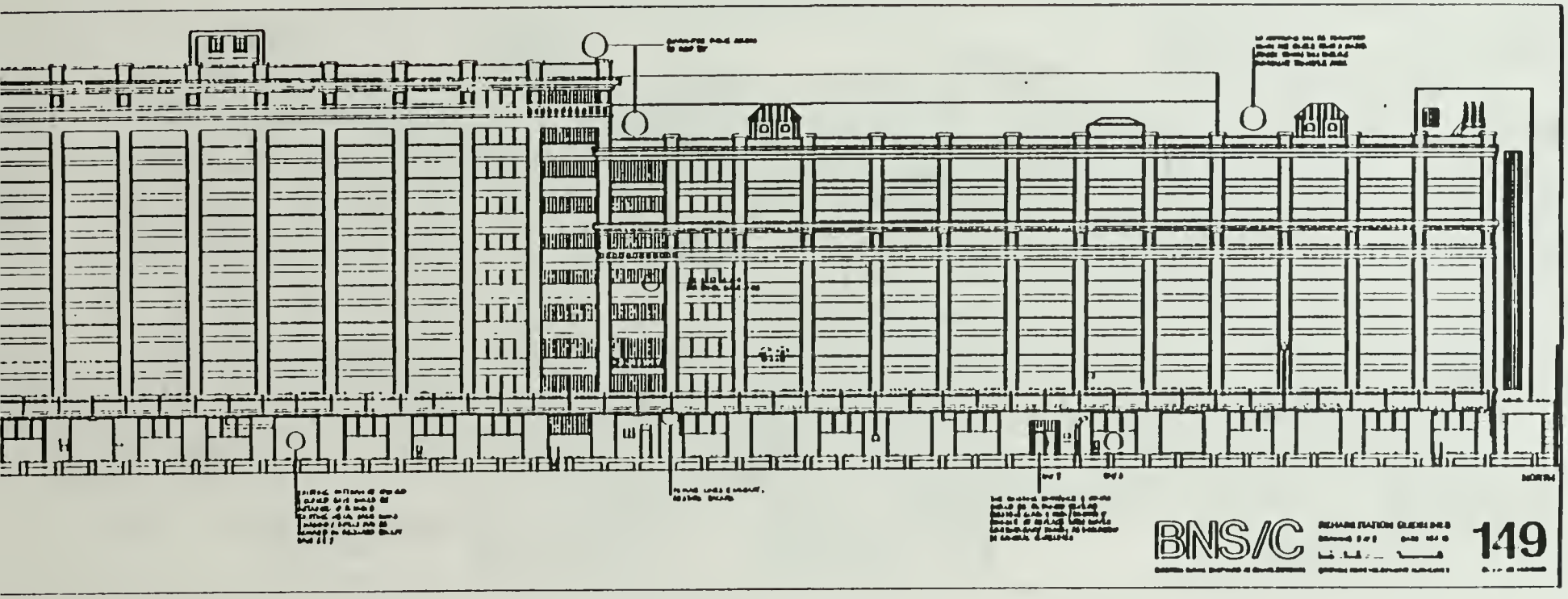
BOSTON REDEVELOPMENT AUTHORITY

120

Summary of Proposed Treatment Building #149

The immense size of this building and the related difficulty of reuse require a somewhat relaxed attitude toward the general facade treatment. The critical features that contribute to the industrial image of the building - the loading docks and ramps, the metal canopy, the scale of openings - as well as distinctive features such as the entrance and stairtower on the western end will be retained. The basic grid of the concrete structure will be retained and a choice of panel treatment is offered.

The central light well should be retained with little or no intrusion allowed. This court provides interior light and reuse opportunities for the interior portions; the industrial character of the court and its skylight should be preserved. The industrial character of the stairs and doors should be protected by retention of as much as possible and replacement in kind if necessary.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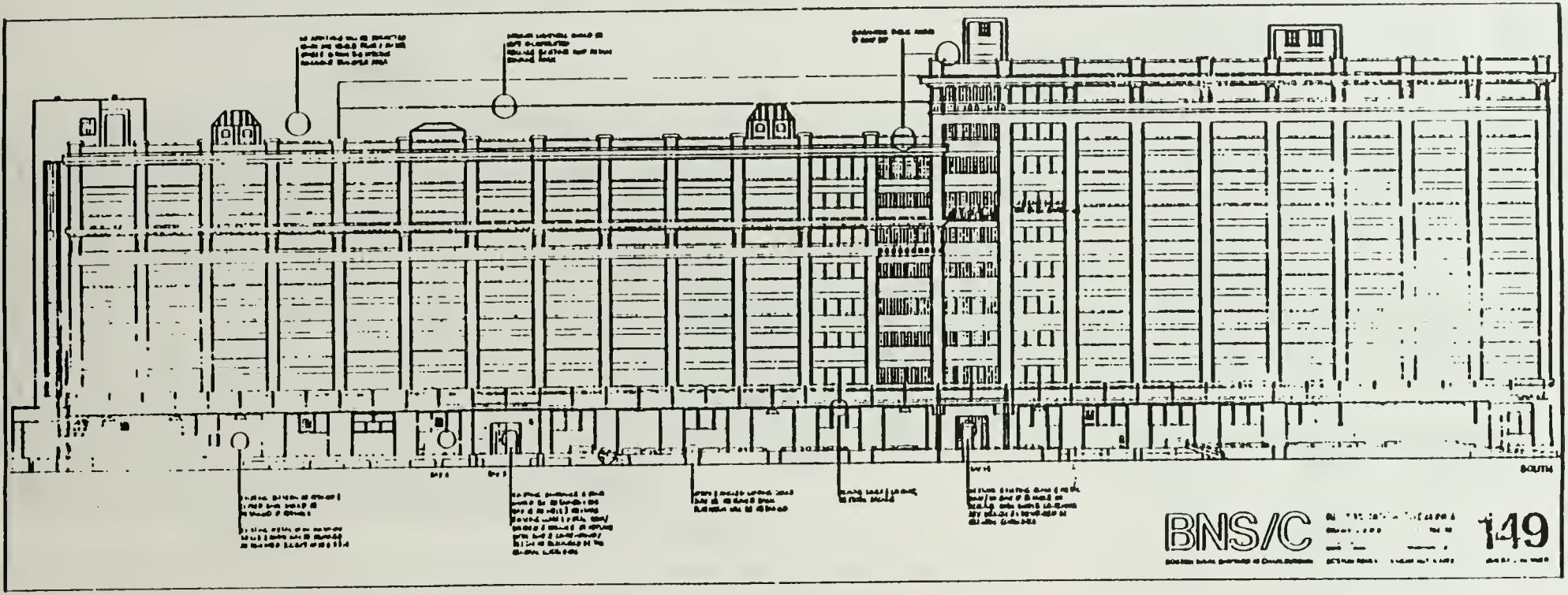
149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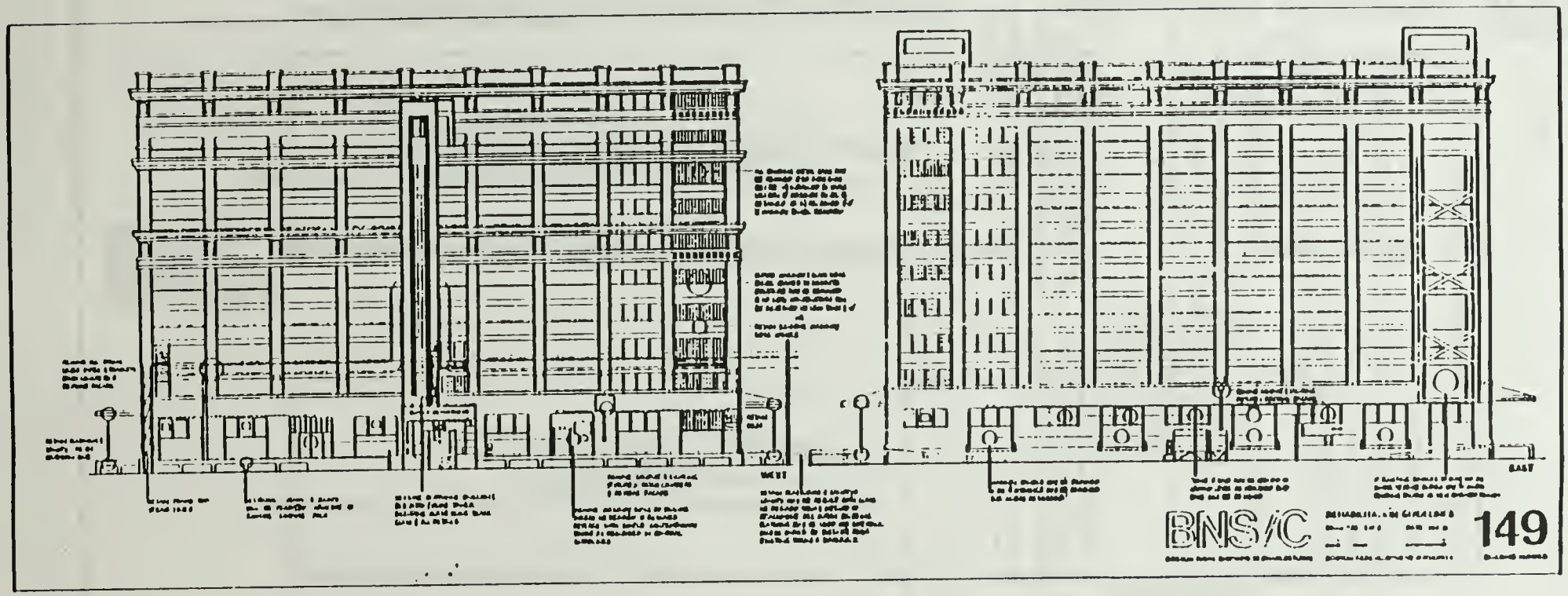
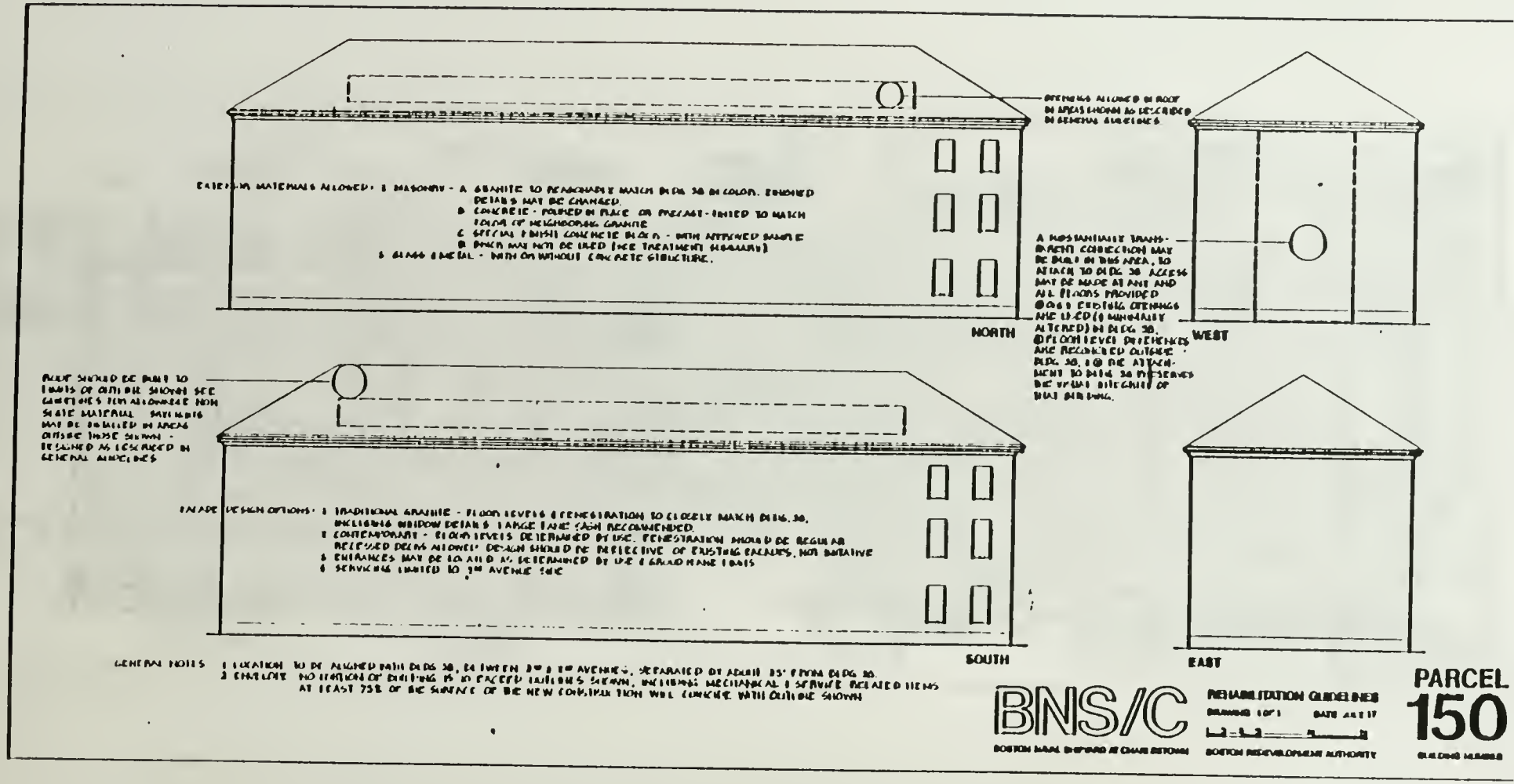
149


BNS/C
149


OPENINGS ALLOWED IN ROOF IN AREAS SHOWN AS DESCRIBED IN GENERAL GUIDELINES
EXTERIOR MATERIALS ALLOWED: 1 MASONRY - A GRANITE TO REASONABLY MATCH BLDG 30 IN COLOR. EDGING DETAILS MAY BE CHANGED.
B CONCRETE - POURED IN PLACE OR PRECAST - LIMITED TO MATCH COLOR OF NEIGHBORING GRANITE
C SPECIAL FINISH CONCRETE BLOCK - WITH ATTACHED GRANITE
D BRICK MAY NOT BE USED (SEE TREATMENT HERBARIA)
5 GLASS & METAL - WITH OR WITHOUT CONCRETE STRUCTURE.
A SUBSTANTIALLY TRANSPARENT CONNECTION MAY BE BUILT IN THIS AREA, TO ATTACH TO BLDG 30. ACCESS MAY BE MADE AT ANY AND ALL FLOORS PROVIDED @ ALL EXISTING OPENINGS ARE USED (& MINIMALLY ALTERED) IN BLDG 30.
@ FLOOR LEVEL DIFFERENCES ARE RECOGNIZED OUTSIDE BLDG 30, & @ THE ATTACHMENT TO BLDG 30 PRESERVES THE VISUAL INTEGRITY OF THAT BUILDING.
NORTH
WEST
ROOF SHOULD BE BUILT TO LIMITS OF OUTLINE SHOWN. SEE GUIDELINES FOR ALLOWABLE NON SLATE MATERIAL. SKYLIGHTS MAY BE INSTALLED IN AREAS OUTSIDE THOSE SHOWN - DESIGNED AS DESCRIBED IN GENERAL GUIDELINES
FACADE DESIGN OPTIONS: 1 TRADITIONAL GRANITE - FLOOR LEVELS & FENESTRATION TO CLOSELY MATCH BLDG. 30, INCLUDING WINDOW DETAILS & LARGE FACE SASH RECOMMENDED.
2 CONTEMPORARY - FLOOR LEVELS DETERMINED BY USE. FENESTRATION SHOULD BE REGULAR RECESSED DECKS ALLOWED. DESIGN SHOULD BE REFLECTIVE OF EXISTING FACADES, NOT DIRECTIVE
3 ENTRANCES MAY BE LOCATED AS DETERMINED BY USE & GRAND MAINE TRAILS
4 SERVICING LIMITED TO 2ND AVENUE SIDE
SOUTH
EAST
GENERAL NOTES 1 LOCATION TO BE ALIGNED WITH BLDGS 30, BETWEEN 2ND & 1ST AVENUES, SEPARATED BY ABOUT 35' FROM BLDG 30.
2 ENVELOPE NO PORTION OF BUILDING IS TO EXCEED LIMITS SHOWN, INCLUDING MECHANICAL & SERVICE RELATED ITEMS AT LEAST 75% OF THE SURFACE OF THE NEW CONSTRUCTION WILL CONFORM WITH OUTLINE SHOWN
BNS/C
BOSTON NAVAL SHIPYARD AT CHARLESTOWN
REHABILITATION GUIDELINES
BOSTON REDEVELOPMENT AUTHORITY
PARCEL
150
BUILDING NUMBER

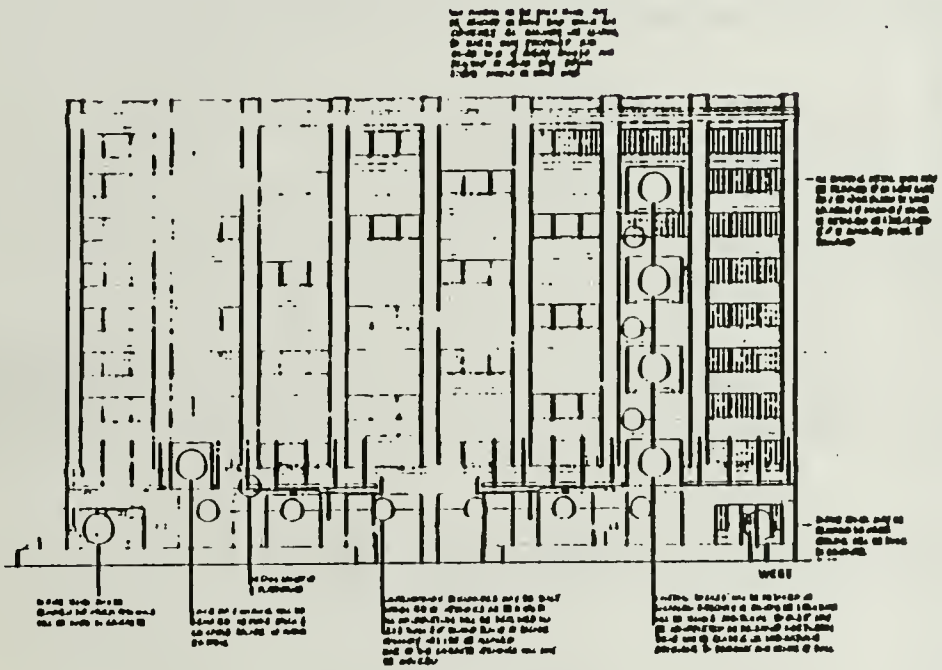
Summary of Proposed Treatment Building #199

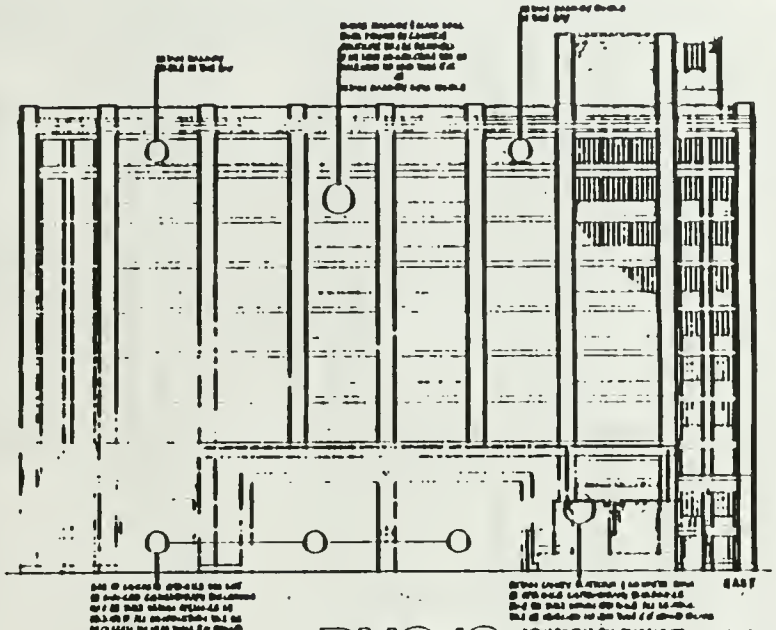
The immense size of this building and the related difficulty of reuse require a somewhat relaxed attitude toward the general facade treatment. The concrete grid of the facade will be retained and a choice of panel treatment is offered. The rhythm of the panel design should be maintained even if the actual design of the panels is changed.

The sense of servicing - loading platforms, raillines, heavy rolling doors - should be preserved whenever possible. The hugh interior spaces on the ground floor should be maintained if possible; necessary additions should be in contrast to the existing elements to maintain evidence of the original.

The building contains two separate building systems which are subtly displayed on the exterior. The new facade treatment should also reflect this difference. Photographic evidence suggests that the concrete portions of the facade may have been painted. This may be done; the brick will not be painted.

The roof area provides an opportunity for dramatic reuse; the zoning height limits and set back requirements of these guidelines not withstanding.

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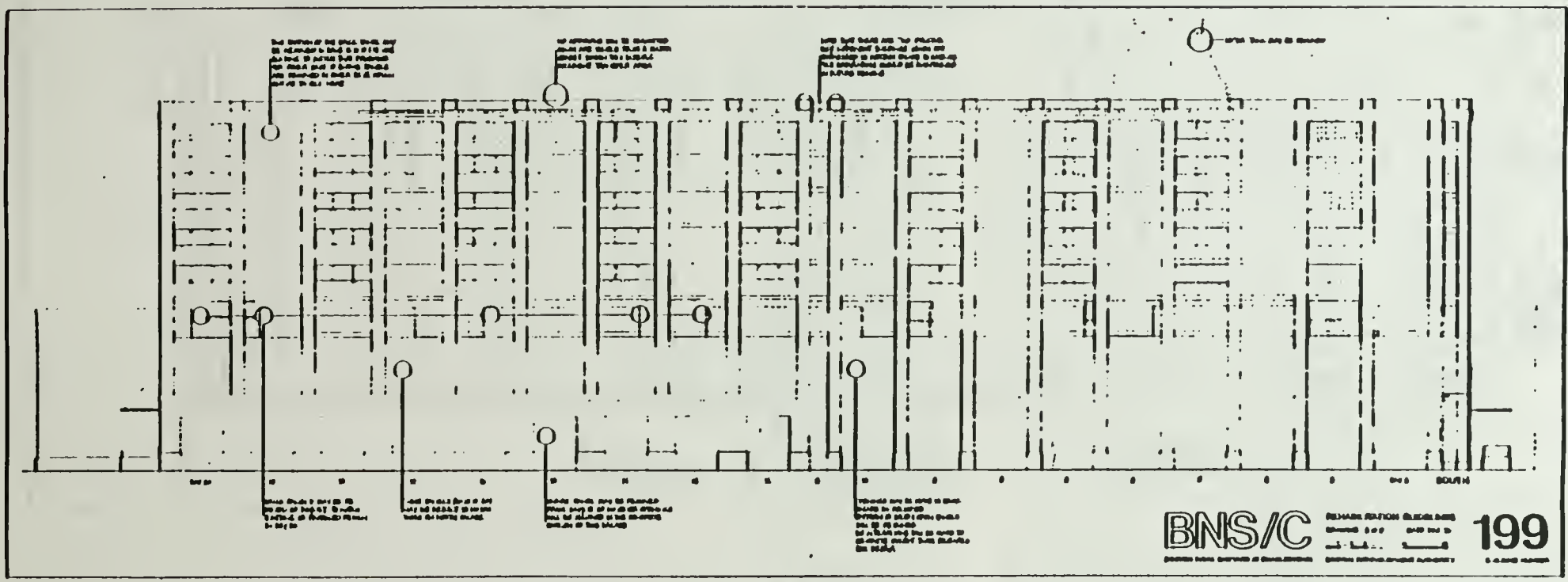
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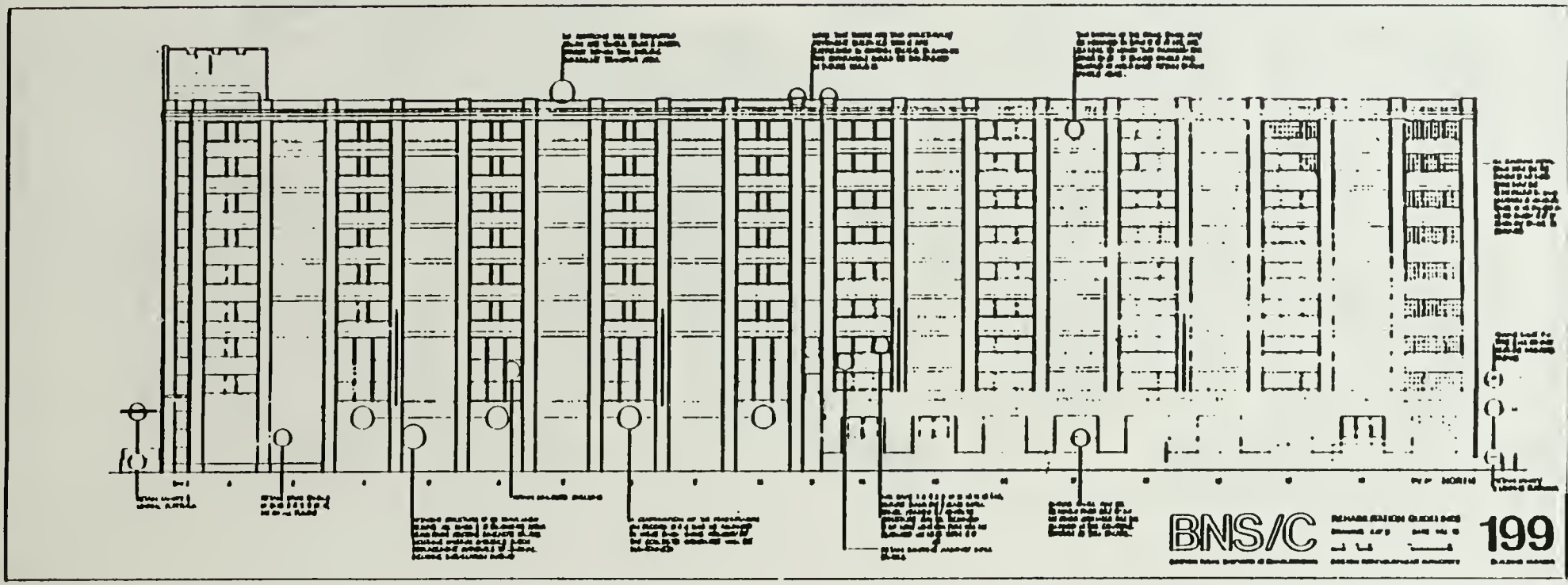
199

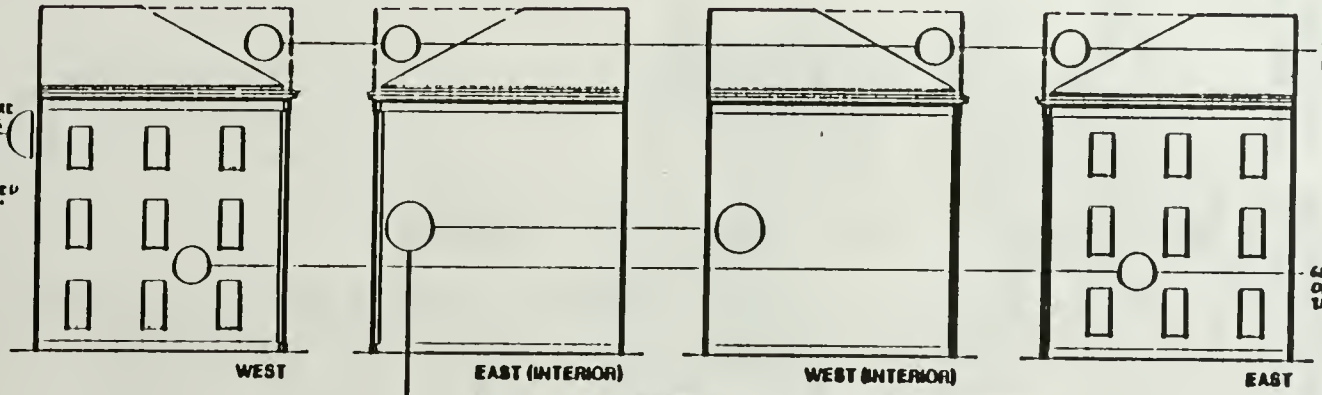

BNS/C
199

Summary of Proposed Treatment Building #200

Parcel 200, replacing Building 200 which was demolished, is, in fact, a partial execution of the original plan for Building 34, to which this parcel is an addition. Building 34, designed in ____ by Alexander Parris, was originally planned as a quadrangular, granite building. Only the one side was built before the general plan for the Shipyard was changed and completion of the quadrangle made impossible. Parcel 200 is, therefore, a continuation of the original plan in some aspects.

It is not expected that the existing granite facade can be realistically duplicated, although it is an acceptable option. If this option is taken, the design should express the addition as a portion of the original scheme and not a finished piece of architecture. The end facing 1st Avenue should be unfinished in the sense the current ends are, implying their removal for a continuation of the mass. This wall could be a brink "in fill" as exists now or a very transparent contemporary design.

It is also acceptable to propose a contemporary, primarily transparent addition. Under this option, maximum visual separation is expected so that the new addition is obviously a separate building. A large greenhouse type structure is illustrative of this. If this option is taken, maximum retention of the existing brick wall is encouraged to preserve the integrity of the original building. This is not, obviously, necessary under the granite facade option. A hip roof is suggested for this option to express the more completed form of the addition.

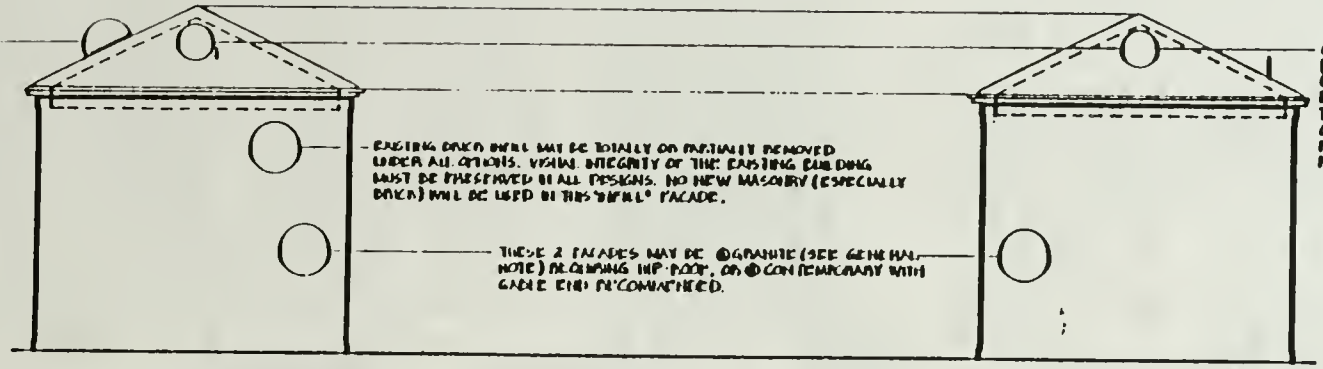



UNDER ALL OPTIONS, THE ENTIRE EXISTING FACADES OF BUILDING 34, EXCEPT THE SOUTH BRICK INFILLS, MUST BE CAREFULLY LEFT INTACT. CONTEMPORARY OPTION DESIGN WILL BE DETAILED TO HIGHLIGHT THE SEPARATION OF NEW & EXISTING CONSTRUCTION.

THE ROOF CONFIGURATION MAY BE EITHER ⓐ HIP ROOF IF CONTEMPORARY OPTION ON SOUTH AND INTERIOR FACADES IS USED OR ⓑ GABLE END IF GRANITE FACADE OPTION IS TAKEN FOR SOUTH AND INTERIOR FACADES.

GRANITE FACADE OPTION MAY BE TAKEN ON THESE TWO FACADES WITHOUT DEBIT TAKEN ON ALL OTHERS

THESE INTERIOR FACADES MAY BE ⓐGRANITE (SEE GENERAL NOTES) OR ⓑCONTEMPORARY




ENTIRE ROOF PLANE OF BLDG 34 WILL BE LEFT INTACT UNDER ALL OPTIONS EXCEPT ALTERATIONS ALLOWED IN GUIDELINES FOR BLDG 34

EXISTING BRICK INFILL MAY BE TOTALLY OR PARTIALLY REMOVED UNDER ALL OPTIONS. VISUAL INTEGRITY OF THE EXISTING BUILDING MUST BE PRESERVED IN ALL DESIGNS. NO NEW MASONRY (ESPECIALLY BRICK) WILL BE USED IN THIS "INFILL" FACADE.

THESE 2 FACADES MAY BE ⓐGRANITE (SEE GENERAL NOTE) RECEIVING HIP ROOF, OR ⓑ CONTEMPORARY WITH GABLE END RECONSTRUCTED.

GABLE ENDS WILL BE DESIGNED IN SAME MATERIALS AS REST OF SOUTH FACADE. CORNICE & EAVE DETAILS WILL BE ELIMINATED IF GABLE END OPTION IS TAKEN AND THE GRANITE OPTION IS USED ON EITHER EAST & WEST OR INTERIOR FACADES (SEE EXISTING BUILDING FOR RETAIN DETAILS).

GENERAL NOTES: ⓐGRANITE FACADE OPTION MEANS FACADE WILL BE BUILT TO DIMENSIONS SHOWN, EXACTLY MATCHING EXISTING SIZE & DETAILS (INCLUDING PERIMETRATION) & CLOSELY MATCHING GRANITE (INCLUDING COLOR, TECHNIQUES OF CUTTING & INSTALLING & FINISH).
ⓑ CONTEMPORARY OPTION CONTROLS SIZE AND LOCATION OF NEW CONSTRUCTION. IT ALLOWS USE OF GLASS & METAL EXTERIOR AS LONG AS MAXIMUM TRANSPARENCY CONSISTENT WITH USE IS PROVIDED. SPECIFIC DESIGNS TO BE APPROVED MUST INTERPRET & REINFORCE CONSTRUCTION & PLAN OF BLDG 34 AS PLANNED & AS BUILT

BNS/C
BOSTON NAVAL SHIPYARD AT CHARLESTOWN

REHABILITATION GUIDELINES
DRAWING 1 OF 1 DATE JULY 11
BOSTON REDEVELOPMENT AUTHORITY

PARCEL
200
BUILDING NUMBER

Summary of Proposed Treatment Building #266

These four classic revival row-houses and their tranquil yards are a dramatic departure from the more industrial character of the rest of the shipyard. This distinctiveness will be preserved. Virtually no exterior work that is not completely authentic to the period will be permitted.

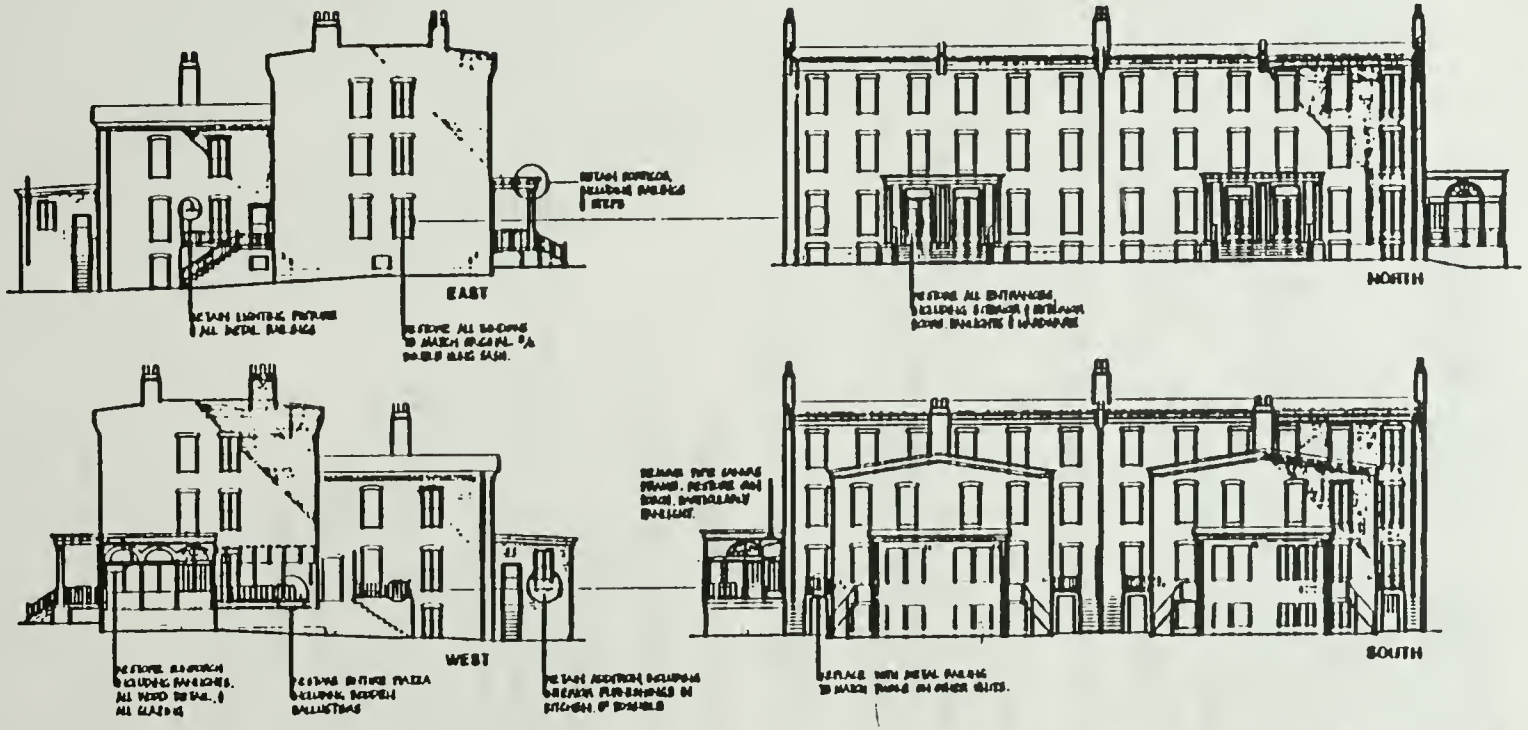
The exterior preservation is no more important than maximum retention of the entire interior fabric. The room arrangements, woodwork details and general character should be meticulously maintained. Essential changes should be made to ensure maximum retention and expression of the existing elements. These houses are an accurate and interesting record of a particular form of domestic architecture as it has changed. This record should be respected and continued through the next reuses.

Particular attention should be given to distinctive original features - such as fireplace details, stairways and the newer kitchen interiors. The social evidence of these houses is as much a resource to be protected as the front porticoes.

## Summary of Proposed Treatment Building #150

The building allowed on this parcel is a replacement for the one-story buildings to be demolished and the guidelines are written to encourage a building either imitative or reflective of the granite buildings which abut the parcel. Therefore, the massing, facade and material requirements are important and proposals will be judged by the success of their visual relationship to the granite structures.

The unusual history and existing state of the interior of Building 38 (see Profiles & Guidelines) is relevant to the design of the building on Parcel 150. First, a connection between the buildings is allowed. The possibility of addition floors within the existing massing limits recalls the period when there were additional levels on Building 38. The large volume in the end of this building facing Parcel 150 allows a restructuring of different floor levels, which could be continued in Building Parcel 150. If this is proposed, minimal disruption of the end wall of Building 38 will be required and the visual integrity of Building 38 will be clearly preserved.




BNS/C

REHABILITATION GUIDELINES

BOSTON NAVAL SHIPYARD AT CHARLESTOWN

BOSTON REDEVELOPMENT AUTHORITY

266

# BOSTON NAVAL SHIPYARD AT CHARLESTOWN
# NEW DEVELOPMENT AREA - DESIGN GUIDELINES

# INTRODUCTION

The project being undertaken by the Boston Redevelopment Authority includes approximately 105 acres of surplus land, buildings, piers, drydocks and water on the site of the former Boston Naval Shipyard at Charlestown. Recognizing the historical, architectural and locational value of the site, specific planning and design controls have been established to guide the implementation of a mixed-use development program that will include residential, commercial, institutional, recreational and light manufacturing uses.

For implementation purposes, the site has been divided into three areas:
(A) Historic Monument Transfer Area, (B) Public Park and (C) New Development Area. Whereas previous reports have specifically addressed guidelines for the Transfer Area and the Public Park, the intent of this document is to summarize the design guidelines and controls that have been established for the New Development Ares.


MIDDLESEX CO
SUFFOLK CO
37
35
36
40
36
MYSTIC WHARF
Tollgate
Bunker Hill
Cem
Barry
Playground
Fire
Sta
Reeds Hill
Sch
Bunker Hill
Monument
Bark
Charlestown
Drydock
U.S. NAVAL
Old Iron Gate RR
Charlestown
Bridge
Coast Guard
Station
High Sch
Old North Ch
High Sch
Fire
Sta
Library
North
Sta
City
Hall
Faneuil
Hall
Ch
ATLANTIC
AVE
EXPRESSWAY
MBTA TUN
HOSPITAL
NORTHEAST
BROADWAY
Fire
Sta
Quincy
Park
BM
Drydock
TOLL
High
Sch
TRENTON
Chapman
East B
Barnes
Sch
Central Sq
BM
Tollgate
TOLL
Maverick
Sq
Sta
CENTRAL
East
Boston
Fire
Sta
Water
Tank
Camp
Hill
0
1200
2400
LOCATION MAP
PROJECT BOUNDARY

# I. EXISTING CONDITIONS AND HISTORY

## A. DESCRIPTION OF THE PROPERTY

1. The Boston Naval Shipyard is located on the eastern waterfront of the Charlestown section of the City of Boston, which is situated to the north of the downtown and is bounded by the Charles River, the Inner Harbor, the Mystic River, and the Tobin Bridge.

2. The New Development Area occupies a total of 58.4 acres. (Land - 29.2, Piers - 9.0, Drydock - 1.2, and Water - 19.0).

3. Buildings, structures and improvements.

   The twenty-four buildings, as well as the piers, shipways and drydock which comprise the New Development Area of the Shipyard, represent a variety of building types and dates, including some of the more monumental spaces. The principal buildings, from an architectural perspective are being rehabilitated for residential use. A complete listing of the buildings, structures and improvements is attached.

## B. SIGNIFICANCE

A National Historic Landmark, listed in the National Register of Historic Places, the Boston Naval Shipyard at Charlestown is significant in a variety of contexts. The Shipyard's historical significance lies in its connections with the Revolutionary War and the establishment of the U.S. Navy, its role in the building and maintenance of many important ships of the fleet, and its contributions to industrial technology. The Shipyard is also a coherent urban environment, with buildings and structures which are architecturally significant.

### 1. HISTORY

The Yard developed on the southeasterly shore of Charlestown between what was known as "Wapping's" and "Moulton's Point" where the British had landed for the assault on the Patriots in the famous 1775 Battle of Bunker Hill. On this marshy shore and across the Charles River in Boston were several shipyards and private wharves. It was the close of the 18th century and the local shipbuilding industry was becoming revitalized after a period of decline during the Revolutionary era. The re-emergence of American shipping, in fact, had contributed to the need to establish a navy. But even before the U.S. Navy Department was created in the Spring of 1797, a resolve from the Naval Committee of the House of Representatives recommended

that an appropriation be made for the establishment of a government dockyard. The existence of active shipyards made the Charlestown site a logical location for such a dockyard, and three years later, in the Spring of 1800, Secretary of the Navy, Benjamin Stoddard, proposed the purchase of land at Boston for such a purpose. Later that year, 43 acres of land and mudflats were purchased at Charlestown for a sum of $39,214.

The yards which were set up along the eastern seaboard during the opening years of the 19th century were not intended to be defense stations but were rather intended for shipbuilding and repair. Thus, even though an 1818 survey of Boston Harbor found it to be an "extraordinary natural means of defense", the Navy Commissioners did not recommend the establishment of a "great national depot and rendevous at Boston" but a drydock to facilitate ship repair work.

During the 1820's, the Shipyard substantially increased its buildings and facilities. In 1827, Congress declared that examination of the Yard must be completed before any further improvements were made. The resultant plan was issued in the Summer of 1823, and continued to be in effect until 1880 when a new plan was created.

Among the ships constructed at Charlestown were the "Boston" (1799), and the "Independence" (1814), a 74-gun considered to be "the finest and heaviest frigate-built vessel of her time." One of the most famous ships constructed at the Yard was the "Merrimac" (1854-55), which was converted into an ironclad after its seizure by the Confederate forces during the Civil War and was renamed the "Virginia." It was sunk after the well-known encounter with the Union ironclad "Monitor" at Hampton Roads.

During the Civil War, the shipbuilding and repairing capacity of the dockyard increased enormously. Between 1861 and 1865, 39 ships were constructed, 43 ships were equipped, and countless numbers repaired at the Yard. In 1874, the "Intrepid," the first iron torpedo boat was launched.

During the early 20th century, the Shipyard's efforts went to building non-warship vessels, namely tugs, derricks, and oilers. However, in World War I, the Yard was primarily used as the chief center for the North Atlantic. World War II witnessed the peak of the Yard's productivity: 165 ships over 100 feet long were built (three times more than the total of all previous years) and hundreds of smaller craft and thousands of boats were repaired. Production time, including laying of the keel to the launch, averaged six months for ships such as destroyer escorts.

One of the most important 20th century ships constructed at the Yard, the 1,395 ton Farragut class destroyer, MacDonough, launched in 1934, will be best remembered along with the U.S.S. Mayrant, the vessel that accepted the surrender of the Japanese at Marcus Island and the U.S.S. Gwin, an escort carrier on the mission to bomb Tokyo.

Post-war activity at Charlestown and the South Boston Naval Annex involved submarine construction and many conversions of ships for guided missile and anti-submarine duty. Altogether, about 300 warships have been built at the Yard.

The Charlestown Shipyard has been the site of several unique facilities since its inception. Commandant Bainbridge, in 1813, suggested that "shiphouses" be constructed to build ships undercover, thereby protecting them from the elements and speeding production. The idea proved so successful that it was copied in other shipyards in this country and abroad. These shiphouses were located near the existing shipways and were removed in 1901. In 1815, Bainbridge established a naval training school of officers at the Yard that became a parent institution for Annapolis. In the next decade, Drydock #1 was begun (1827) and is one of the two oldest drydocks in the country. Ironically, "Constitution" was both its first and last occupant. In 1836, the 1,350 foot long Ropewalk was constructed. This granite structure provided all of the rope requirements of the Navy for the last 135 years -- production ceasing only in the past decade. The original Building 42, a U-shaped complex opening toward the harbor, was designed by Joseph E. Billings who succeeded Alexander Parris as Chief Civil Engineer, and was known as the Steam Engineering Building. In 1926, A.M. Leahy and C.G. Lutts invented what is known as the "Die-lock chain," became the Navy's standard chain, manufactured in the Forge and Chain Shop (building 105).

## 2. ARCHITECTURAL CHARACTER

The Shipyard structures illustrate many building types and several phases of 19th and 20th century architectural styles. Early 19th century residential examples exist as well as later industrial buildings and World War II "temporary" shed structures. Many are of architectural merit, and some are of very great significance. The construction dates fall roughly into five periods, which generally coincide with major wars of the two centuries. As well as illustrating popular building styles, the Shipyard structures exhibit the increasing size and capacity of industrial structures permitted by changes in technology.

The oldest and some of the most significant structures in the Navy Yard are located within the 30 acre portion of the Yard authorized by Congress in 1974 to be a part of the Boston National Historical Park. These buildings will be retained and restored by the National Park Service for purposes related to the interpretation, administration and maintenance of the park and U.S.S. Constitution. The Navy will continue to retain responsibility for staffing and maintaining the historic ship.

The 30 acre portion of the Shipyard which has been transferred to the City for historic monument purposes also includes many important structures, including buildings which reflect all the major stylistic developments in the Yard and the evolution of technology. Building types range from the three story, oblong granite style to vast, squared, multi-story facilities built of steel and reinforced concrete.

Among the most significant buildings in the Shipyard is a group of three structures built to house the functions associated with the making of rope and cordage. These structures, and particularly the Ropewalk itself, are unique in this country. Only one other ropewalk exists and that is a wood frame building, and much altered. The Ropewalk complex produced all of the Navy's rope for almost 135 years. At its peak, the facility manufactured 2,500 tons of rope per year.

Two other structures stand out for their individual merit. These are the Forge and Chain Shop, building 105, where the Die-lock Anchor Chain was manufactured. The other is the octagonal Muster House, building 31, which is an unusual architectural form.

The remaining structures, while in some cases especially noteworthy for use or architect, can be most easily described by class or type. One class of buildings consists of the large oblong granite shops and storehouses built during the middle of the 19th century on an alignment parallel to the longitudinal axis of the Shipyard. Collectively, their arrangement, as the result of the 1828 plan, was the predominant influence on the rest of the Shipyard during the 19th century. They are fine examples of what is known as the Boston Granite Style, characterized by similar concepts of proportion, logic, and simplicity, and influenced by the Greek Revival mode. Standard features include three stories with a peaked roof and regularly spaced double hung window sash of small proportions. This single building type was used for both storehouses and manufacturing shops in the 19th century, whereas the early 20th century distinguished between these functions, producing an open, loft-type building for manufacturing purposes.

The second category of buildings in the Shipyard consists of the loft-type shops, built of brick with consistent functional and stylistic characteristics. Produced during a period of activity between 1899-1905, these include four buildings clustered together near the northeastern end of the Shipyard as well as others found in various locations in the Yard. While a few of the brick shops retain features of the Romanesque style, most display characteristics of the Neo Classical Revival style popular at the turn of the century.

World Wars I and II produced the largest buildings in the Shipyard. Reinforced concrete construction was introduced into the Shipyard in 1918 in a ten story warehouse (#149) and was used repeatedly in massive lofts and warehouses produced during the heightened activity of the second World War.

## 3. URBAN DESIGN FEATURES

Since its creation in the 1820's there has always been a master plan for the Shipyard which exhibits a rectilinear regularity that is still very apparent in spite of numerous accretions. There are common features in all these plans which still exist; notably the strong grid of the streets and their distinct containment by the buildings.

The original plan, indeed all the plans, show a layout for the southwesterly portion of the Shipyard that is substantially unchanged. The greatest area of growth and change has occurred in that portion currently being redeveloped. The principal street - Second Avenue, originally called Main Avenue until the filling operations created more area and First Avenue became the primary street - have traditionally organized the movement and appearance of the Yard. The first plan by Alexander Parris proposed large quadrangular granite buildings facing on Second (Main) Avenue and the waterfront: only the front quarter of the first building remains (Building 34), its continuation block by First Avenue. Subsequent plans include a street grid surrounding granite storehouses (like Building 33) that eventually covered the area between First Avenue and the Ropewalk and stretched to the seawall (present 16th Street). A large portion of this area was rebuilt during the 20th century when the concrete buildings like 149 and 199 obliterated the grid and replaced the granite sheds and lofts. Only Building 75 remains of the granite buildings from this phase.

The area between First Avenue and the water has consistently been developed as rectilinear buildings perpendicular to the main axis and separated by the cross

streets. Again, the increased scale of the World War II buildings obliterated some of this pattern. However, the current plan for the yard recaptures much of the original scheme. As the seawall was absorbed by landfill and the piers were enlarged, the contact with the water diminished and the inland isolation of the "granite district" grew.

The major growth periods are apparent in the design and materials of the buildings - the granite 1820's, the brick and granite mid-century, the brick shops of the 1870's and the large steel and concrete 20th century warehouses - even though the general layout is consistent. The materials of the ground plane have been modernized and the amount of planting has been decreased. However the general quality of hard surface punctuated with green spaces remains. The tree lined streets of the turn-of-the-century have been replaced by the World War II additions and much of the landscaped area has been paved. The current master plan will recapture these features and the resultant pedestrian quality of most of the Shipyard.

## II. GENERAL GUIDELINES

### A. OBJECTIVES AND PHILOSOPHY

Changes will occur in the Boston Naval Shipyard. The function which created the character of the site no longer exists and cannot be duplicated. In order for the resource to remain, it must be adapted to new uses. The task is to retain as much as possible of the form, character and "flavor" of the Shipyard while equipping it for a new and useful life.

In the physical treatment of the Shipyard, it is the intent of the Boston Redevelopment Authority to neither re-create the appearance of an earlier time period nor to expunge all evidence of the area's industrial past. The origins and significance of the Shipyard provide the basis of decisions on what existing elements should be retained. They also offer precedents for solutions to contemporary design problems associated with economic revitalization of the site.

Design plans for the Shipyard must, above all, provide a theoretical rationale for proposed action. It is expected that proposals for buildings in the Shipyard will exhibit an understanding of the evolution of the buildings and the site, and will provide a theoretical basis for future changes.

### B. GENERAL SHIPYARD GUIDELINES

These guidelines establish the essential patterns of development for the entire site. Buildings to be retained and parcels for new development are identified, as well as the pedestrian and open space network, vehicular access and significant visual linkages.

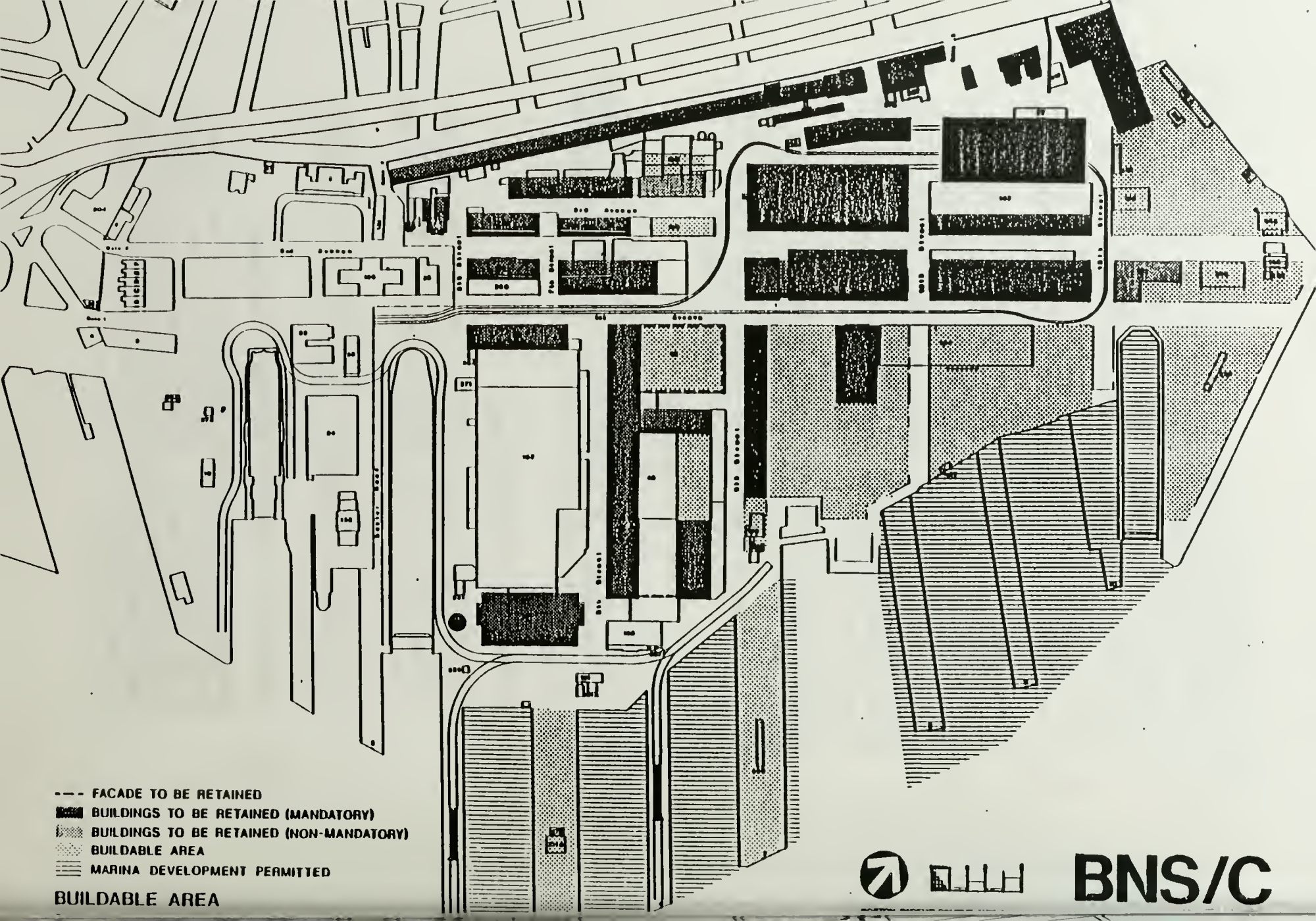
#### 1. BUILDABLE AREA (See Map)

This map identifies all buildings that must be retained (mandatory) and those that may be demolished (non-mandatory) if it can be demonstrated that adaptive reuse of the structure is not feasible.

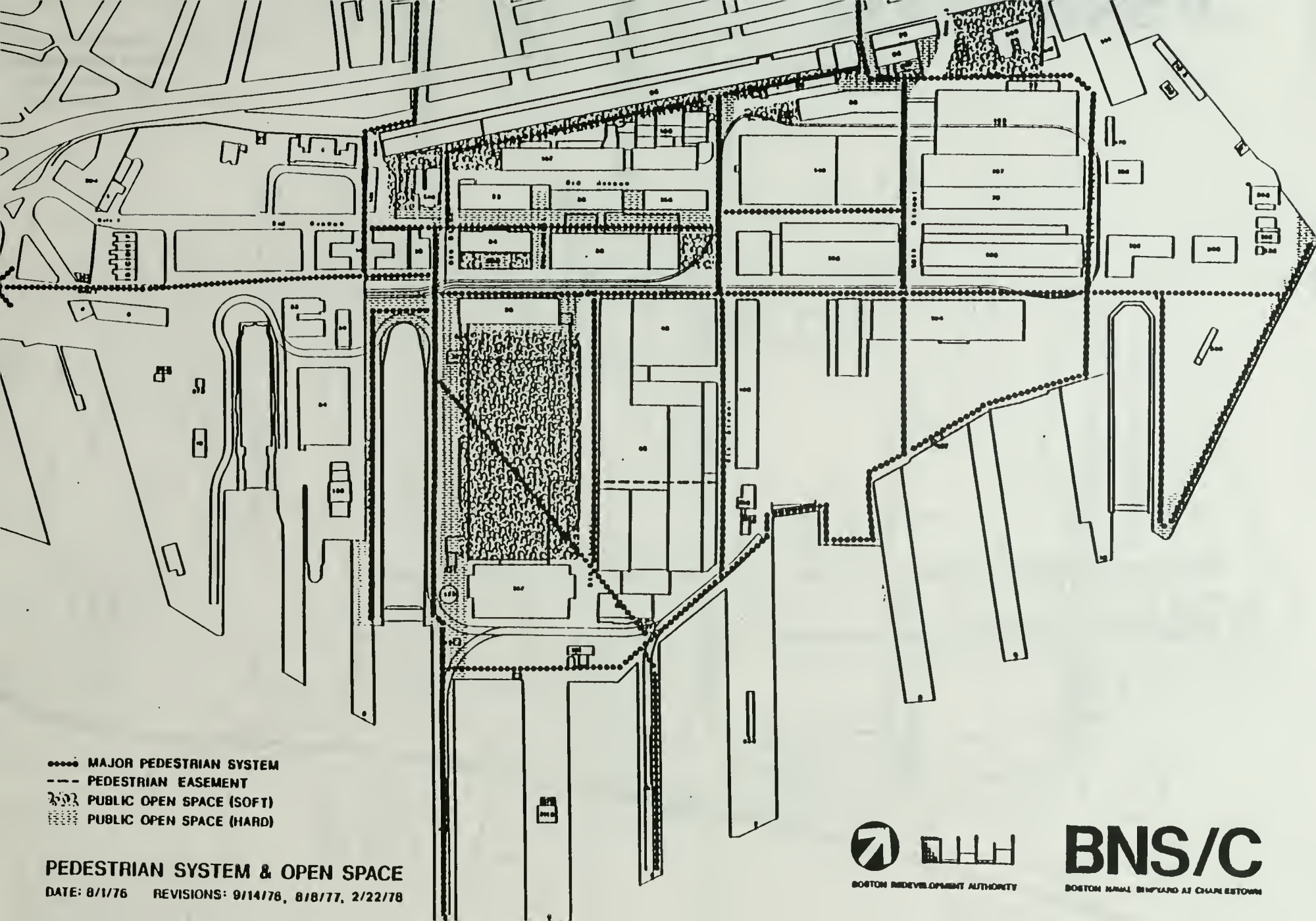
In addition, parcels for new development are identified. These parcels are subject to specific controls contained in Section III.

#### 2. PEDESTRIAN AND OPEN SYSTEM (See Map)

Pedestrian pathways were established to create logical routes from origins to destinations which are significant to the public at-large. These pathways should offer facilities and amenities for lingering and browsing, for meeting people and being met, and for simply enjoying the passing scene.




BUILDABLE AREA


MAJOR PEDESTRIAN SYSTEM
PEDESTRIAN EASEMENT
PUBLIC OPEN SPACE (SOFT)
PUBLIC OPEN SPACE (HARD)
PEDESTRIAN SYSTEM & OPEN SPACE
DATE: 8/1/76 REVISIONS: 9/14/76, 8/8/77, 2/22/78
BOSTON REDEVELOPMENT AUTHORITY
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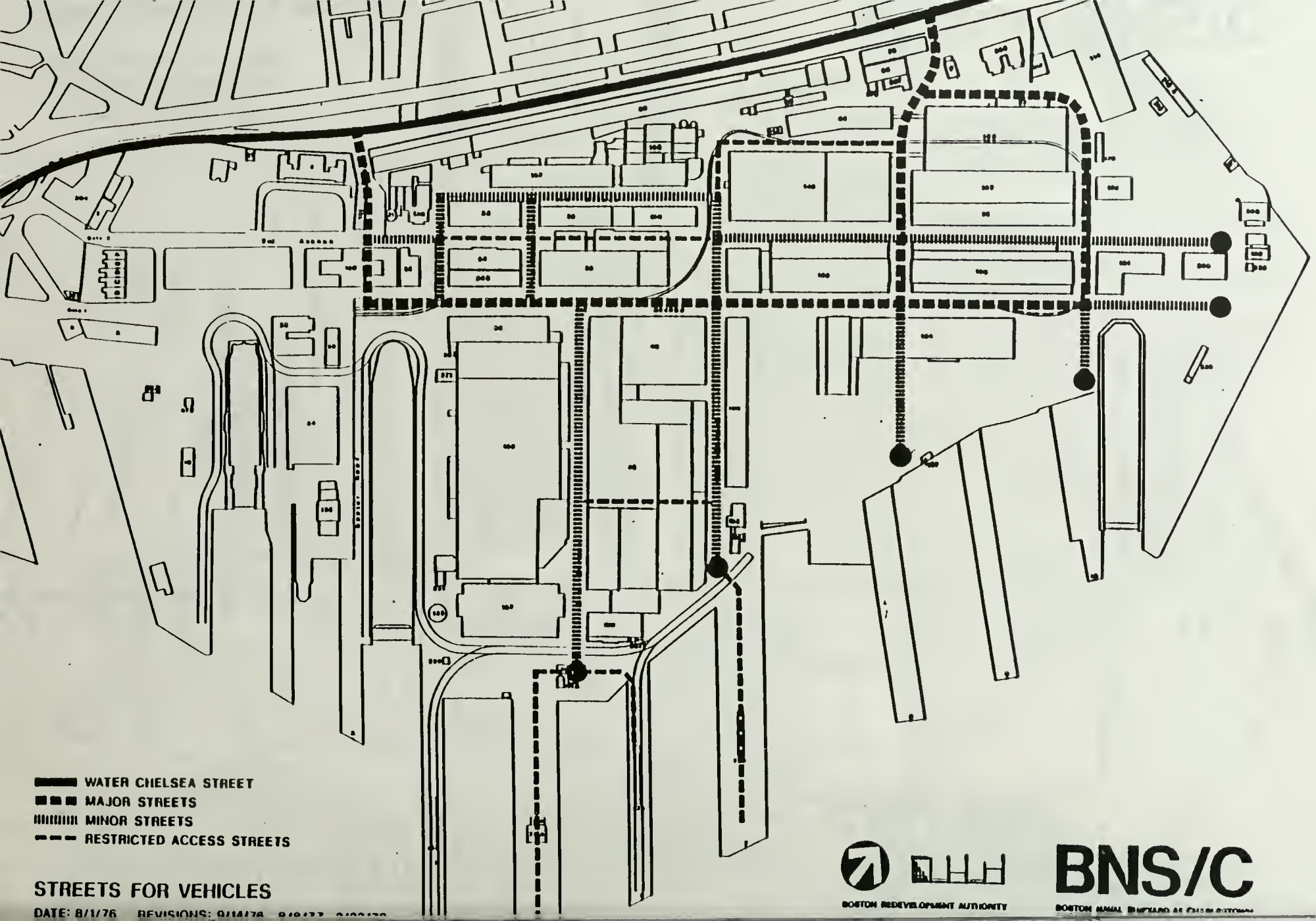
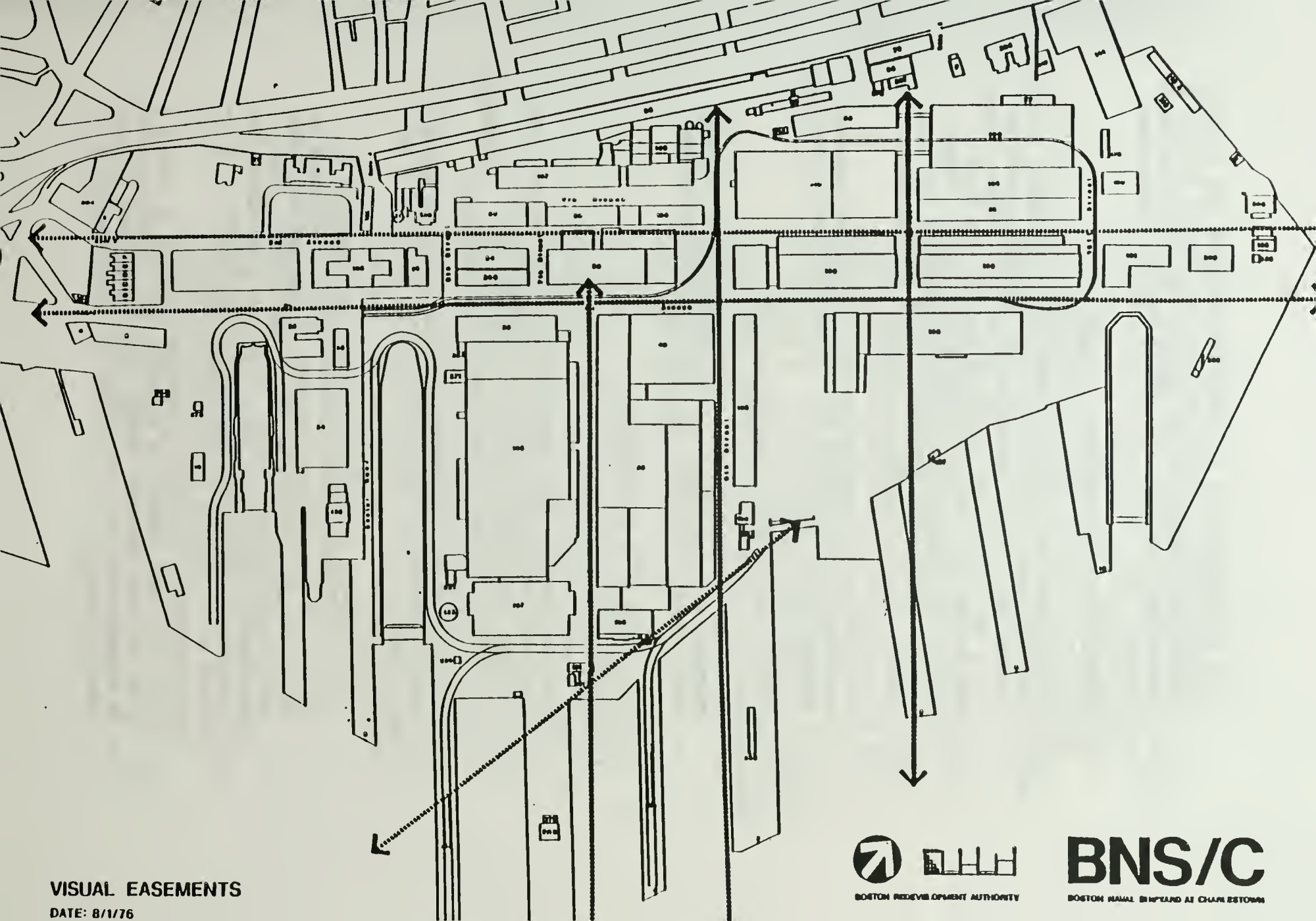
BOSTON NAVAL SHIPYARD AT CHARLESTOWN




STREETS FOR VEHICLES

DATE: 8/1/76 REVISIONS: 9/14/78




**VISUAL EASEMENTS**

DATE: 8/1/76

The key elements of the open space system are (1) the Shipyard Park (2) Flirtation Walk and Second Avenue in the Historic Transfer Area and (3) the pedestrian easement, Pier 6 and the Shipways in the New Development Area.

3. STREETS FOR VEHICLES (See Map)

Three categories of streets have been established within the Shipyard to provide clear and adequate access for automobiles, buses, and service vehicles. Major streets carry the bulk of the traffic to an from the Yard at Gates Four and Five and along First Avenue. Minor streets are primarily residential in character with cul-de-sacs designed to preserve a major portion of the water's edge for pedestrian activity.

A third type of street is primarily pedestrian oriented and designed to provide only limited vehicular access for housing and marina uses.

4. VISUAL EASEMENTS (See Map)

Axial views which survive from the historical building pattern of the Shipyard and those which shall be re-established are identified on this map.

C. BUILDING AND SITE GUIDELINES

1. EXISTING BUILDINGS

The guidelines in this section apply to all existing buildings to be retained in the New Development Area. Specific controls are contained in Section III. Compliance with the provisions of both sections is necessary.

Omissions should not be construed as prohibition of a desgin that will, in fact, enhance the integrity of the building.

The guidelines and specific controls are intended to specify particular prohibitions or actions to enhance or protect the architectural integrity of the buildings during renovation. They are not concerned with code or safety requirements as such, but their stipulations are expected to affect the actual design or location of solutions which result from these requirements.

In no instance are these guidelines intended to create a situation which endangers public safety. However, it is expected that code and safety requirements will be met in a manner which also respects the requirements of these guidelines.

## (a) DESIGN APPROACH

In general, the design approach to buildings in the Shipyard should begin with the premise that exterior alteration will be minimized. The facades of most buildings in the Shipyard are reasonably intact. Where changes have occurred, careful evaluation has been made as to the nature of the changes. Modifications to a building which have taken place over time are a part of the history of that building and may be significant.

New additions or alterations should not disrupt the essential form and integrity of historic property. They should be compatible with the size, scale, color, material and character of the existing buildings and their environment. They should be contemporary in design, not imitative of an earlier style or period of architecture. Most important, new additions or alterations should be done in such a way that if they were to be removed in the future, the essential form and integrity of the building and environment would be unimpaired. Proposed changes which are easily reversed are far less serious and more acceptable to the Boston Redevelopment Authority than those which irrevocably alter or destroy a resource.

In general, it is preferable to retain and repair deteriorated materials or architectural features rather than to remove or replace them. When it is necessary to replace such materials or features, replacement should be based on physical evidence, or evidence contained in documents such as plans and photographs indicating the appearance and other characteristics of the materials or features being replaced. New materials used in replacement should, to the greatest extent possible, match the materials being replaced in physical properties, design, color, texture and other visual qualities.

## (b) THE TREATMENT OF MASONRY

### Cleaning and Waterproof Coating

The selection of a suitable method of cleaning masonry is affected by the type of masonry to be treated and the type of material to be removed. Different cleaning techniques are required for different types of buildings. For this reason, it is essential that careful analysis be made of the conditions to be dealt with, and test patches of tech-

niques under consideration be carried out in inconspicous locations on the building to be cleaned. These tests will be reviewed and approved by the BRA.

In general, the gentlest method applicable to the task should be chosen. Under no circumstances will exterior brick be sandblasted. This technique changes the structural and visual quality of masonry and accelerates deterioration. Waterproofing or water repellant coatings will not be applied to masonry, unless required to solve a specific problem. Such coatings can accelerate deterioration. Only with specific approval from the BRA will painted granite be sandblasted.

Included in this document is a monograph entitled "Preservation Briefs #1, the Cleaning and Waterproof Coating of Masonry Buildings" prepared by the National Park Service. The development team should be fully familiar with this monograph before embarking on any project involving the potential cleaning or waterproof coating of masonry in the Shipyard.

Materials

Whenever possible, original masonry and mortar should be retained. Masonry materials used to repair or replace a surface will match the primary existing material (not a patched area) in color, shape, surface texture and finishing technique. The bonding pattern and method of installation will also be consistent with existing masonry. It should not be assumed that cleaning old masonry and treating new masonry is an acceptable method of making them match. This is not generally a satisfactory solution.

Specifications and samples of materials will be submitted to the BRA for approval. Consultants expert in masonry conservation, including sources of materials, are available to assist in this process.

Joints and Mortar

Before re-pointing or replacing a masonry surface, careful analysis of the composition of joints and the methods used in striking them is needed.

In situations where entire facades are to be re-pointed or replaced and there is physical evidence of the original mortar used, the mortar used in the

new work should match the original in color, texture and physical properties. Where only a portion of a wall is to be repaired, the mortar and joints should match existing material, whether or not original.

Patching Masonry Units

Patching a masonry unit, such as a brownstone sill or lintel, will not be allowed. Where severe deterioration has taken place preventing the retention of damaged material, replacement will be required as discussed elsewhere. Where specialized problems exist, expert technical assistance should be obtained. Minor infractions to the material will be tolerated.

Paint on Masonry

Granite surfaces will not be painted. Consideration should be given to painting brick surfaces only when there is evidence that this treatment was used at a significant point in the history of the building. Colors will be submitted, along with a rationale for their selection, to the BRA for review and approval.

Developers are encouraged to retain painted signs and symbols evocative of the previous use of a building where such signs and symbols would not confuse or offend the public.

(c) FACADE OPENINGS

Openings

No new openings will be allowed in facades of buildings without the approval of the Boston Redevelopment Authority.

Original door and window openings will be retained. Door and window openings will be neither enlarged nor reduced to fit stock window sash or doors, air conditioners, or for any other reason.

Existing openings which are to be closed will be closed in such a way as to allow them to be opened again in the future. Where appropriate, they will appear to be covered by shutters or other closing devices historically suitable to the building.

Windows and Doors

Whenever possible, original window elements such as sash, lintels, sills, architraves, shutters and other decorations and hardware will be repaired as neces-

sary and retained. When replacement of materials or elements is necessary, it should be based on physical or documentary evidence of the previous appearance of such materials or elements.

Similarly, original doorway elements including doors, pediments, hoods, architraves, steps and hardware will be retained whenever possible. If replacement is necessary, it should be done on the basis of physical or documentary evidence.

Doors, which are the element most often modified in the Shipyard, may be retained as is, or restored to an earlier appearance. Or, if neither of these approaches is feasible or acceptable, the door can be set-in no less than 18 inches from the facade plane of the building and constructed in such a way as to be as transparent as possible.

Colors of Sash, Framing, Doors

It is always good practice to select colors on the basis of physical or documentary evidence of colors used previously in the history of a building. Alternatively, colors used on window sash, and window and door framing in the brick shops designed in the Neo Classical Revival styles may be light stone colors - soft grey or beige. Colors used on sash and framing in the granite buildings should be deep shades of grey or brown, or matte black.

Door colors should be subdued, natural tones unless there is physical and documentary evidence to the contrary.

(d) ROOF AND CORNICE

Roof Shape, Openings

It is important to preserve the integrity of the basic shapes of roofs of buildings in the Shipyard, particularly if they are seen from public ways. Non-original openings in roofs shall be in accordance with the following conditions:

(1) skylights

No portion of a skylight will project more than six inches from the plane of the roof. The structure of the skylight will be rectilinear and parallel to the roof plane. The color of the framing material will approximate the

principal color of the roof. Glass should be dark in color. Windows designed to be operable and moved in the plane of the roof (such as Vellox) should be considered.

(2) recessed decks

Recesses may be cut into the plane of the roof in order to provide for glass and decks. A recess should be located so that a vertical from its lower edge to the finished floor level measures 3'0" and from its upper edge 8'0". The roof will be continuous around and below the recess.

The material and/or color of the structure that is visible should match that of the trim on the main facade. Flashing will be designed to be as visually minimal as possible.

Skylights, dormers and other roof appendages which were original to the building but are no longer present may be restored to their original appearance.

Roof Materials

Whenever possible, the original roof covering will be retained, which can involve removal and replacement if required.

Where replacement materials are permitted the new materials will match the original in color, size, shape, texture and installation details.

Cornice

Cornice details will be preserved, replaced or repaired to match the original cornice. Altered cornice lines may be retained. If an existing alteration is to be removed, the original cornice will be restored. (If the roof form is affected by such action, it also will be restored to its original shape and structure and is subject to other standards pertaining to roofs.)

Gutters and downspouts will be copper or a factory finished, dark colored material.

Roof Projections

Existing chimneys or other architectural features which give a roof its character should be preserved whenever possible.

Where new chimneys or other projections are required, careful consideration should be given to the location and form of such projections so as to minimize their visual impact. Their location should be based on historic evidence whenever possible. They should be dark in color. Heating, ventilating and air conditioning systems shall not be located in such a way as to cause major disruptions of the roofline. (Television antennas will not be allowed on roofs.)

Existing snow guards will be preserved and are encouraged as appropriate and practical replacements where they have been removed.

2. NEW CONSTRUCTION

These guidelines apply to all new construction within the New Development Area. Specific controls for each parcel are contained in Section III. Compliance with the provisions of both sections is necessary.

(a) MASSING

The massing of new buildings and additions to buildings shall relate to the existing and proposed street and building grid.

(b) SUN AND SHADE

The form of new construction shall create desirable year-round conditions of sun and shade for adjacent buildings, open spaces, streets and sidewalks.

(c) MATERIALS

New buildings shall be constructed of materials that are compatible with those found in existing Shipyard structures. The use of these materials should be clearly contemporary, not imitative of an earlier sytle or period.

3. SITE DEVELOPMENT

(a) PEDESTRIAN WALKWAYS

The pattern of pedestrian movement shall be extended by providing public walkways at the ground level in the private realm. Areas bordering pedestrian routes should be as diverse as possible in terms of activity and pedestrian amenity.

(b) PUBLIC OPEN SPACE

The site shall be developed to create a variety of open spaces at ground level, well connected to each other by views and walkways.

(c) SERVICING

Provide loading and servicing areas which are systematically well-connected to the pattern of streets and open spaces, so as to cause the least amount of disruption to present and anticipated pedestrian and vehicular traffic.

(d) PARKING

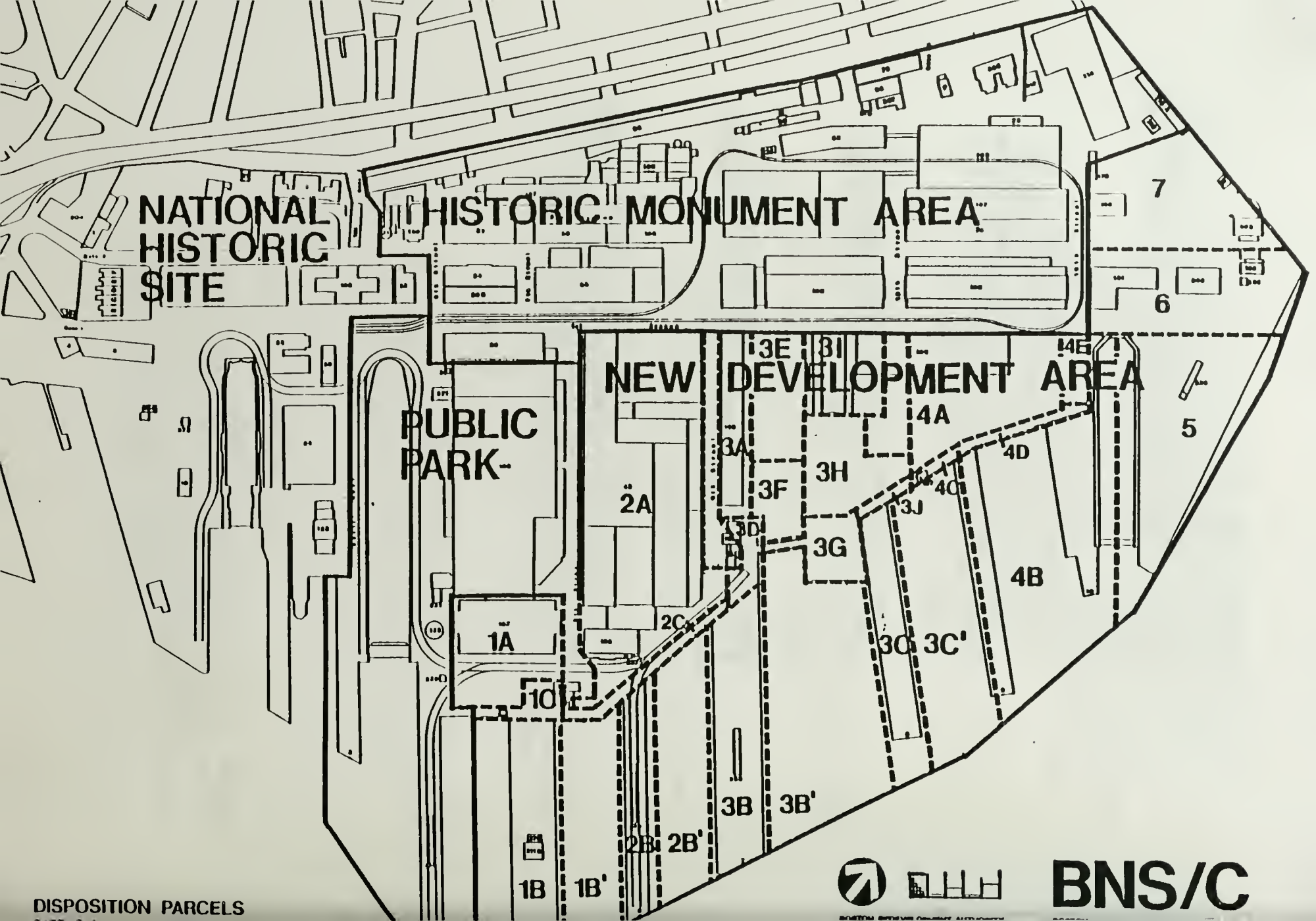
Parking shall be provided to satisfy the demand generated by the proposed uses for each development parcel.

(e) SIGNS

Signs shall be considered an integral part of the architecture and must be in conformance with "The Boston Sign Code."

(f) WORKS OF ART

The Authority requires that works of fine art (such as sculpture or two dimensional fine art), with a value equal to no less than 1% of the actual cost of construction be incorporated into each project.




DISPOSITION PARCELS

## III. PARCEL CONTROLS

### PARCEL 1A

1. SITE DATA

(a) LOCATION

On the southerly edge of the Shipyard Park; adjacent to the Harbor, piers and Drydock Two.

(b) PARCEL AREA

Approximately 1.6 acres.

(c) EXISTING STRUCTURES

Building 197:
A seven-story building constructed in 1941 as a ship repair shop with steel frame, concrete floors, brick spandrels and steel industrial sash.

2. PERMITTED USES

GROUND LEVEL - commercial, restaurant and parking.

UPPER LEVELS -residential (to include not less than 25% elderly units.) and parking.

A restaurant may be located on the roof level.

3. PARCEL CONTROLS

(a) EXISTING BUILDING

Shall be retained. The steel industrial sash may be removed, but the essential planar and horizontal quality of the facade shall be retained.

(b) ADDITIONS

A three-story addition of not more than 35' in height and 70' in depth will be allowed along the southerly side of the building.

A one-story roof-top restaurant will be allowed. The addition shall be set back from the existing face of the building on all sides so it will not increase the shadow impact on the park or alter the visual integrity of the building.

(c) ACCESS

Vehicular access shall be via Eighth Street with all servicing to be provided within the building.

(d) PARKING

Sufficient covered parking shall be provided to satisfy the demand generated by the proposed uses.

(e) Materials

New constuction shall be concrete masonry, metal and glass.

(d) PARKING

Enclosed parking shall be provided within the building to satisfy the demand generated by the proposed uses.

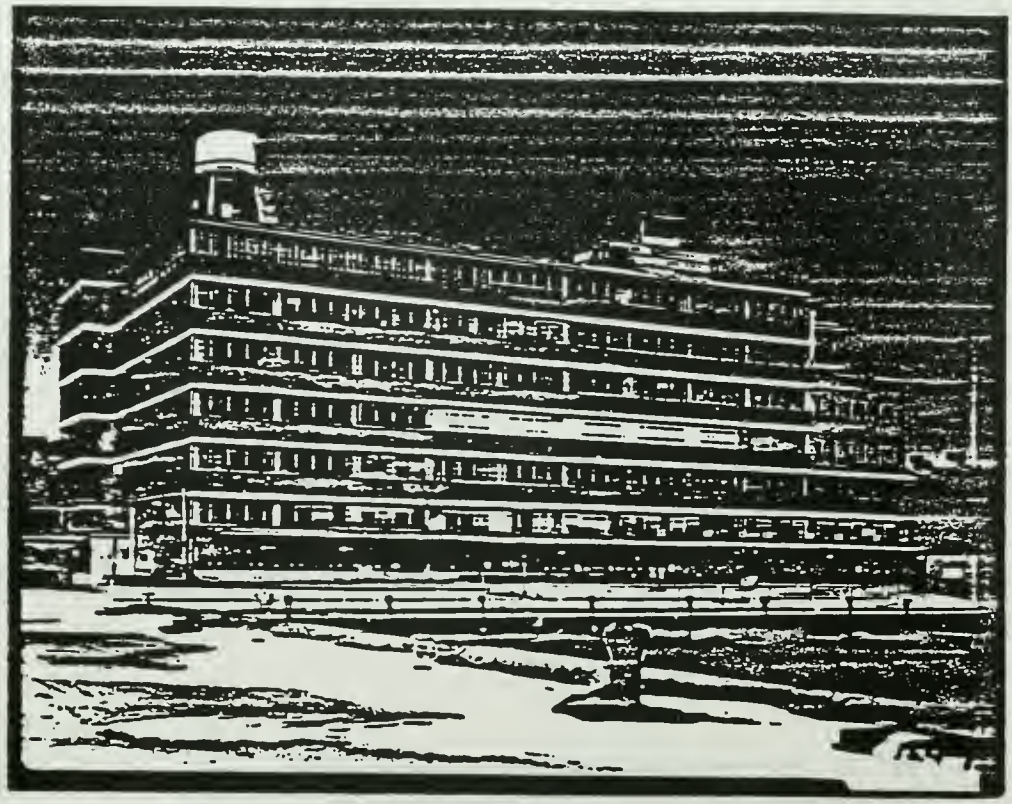
(e) MATERIALS

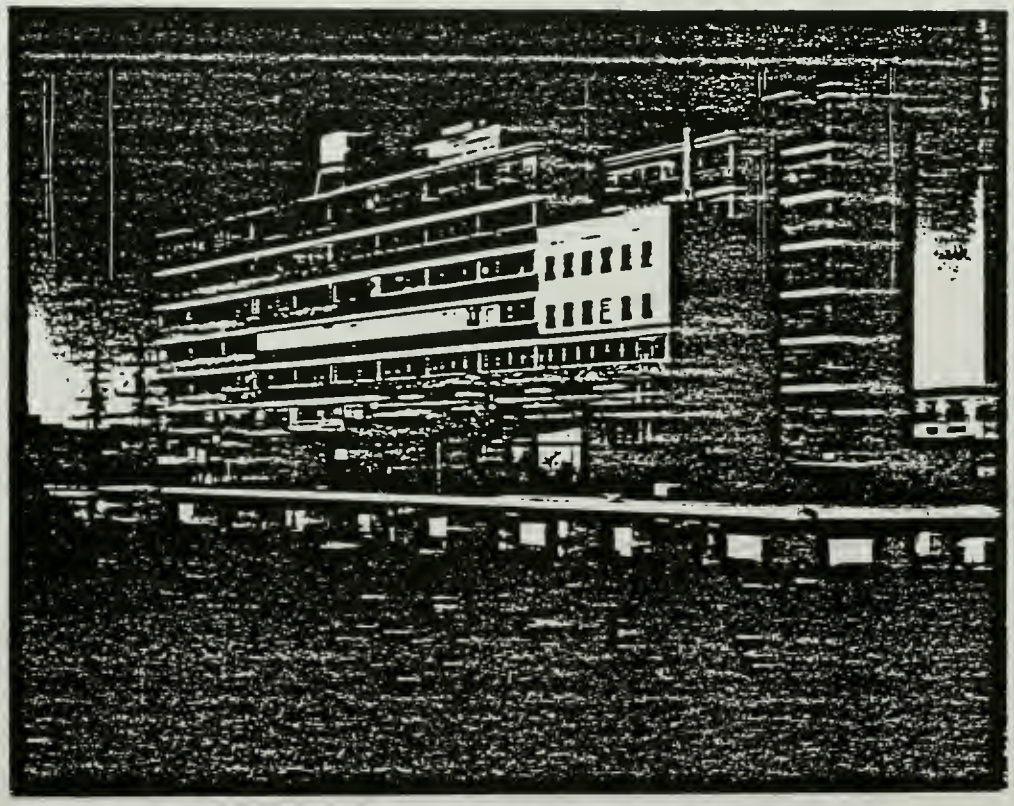
The additions shall be constructed of materials which (1) are compatible with those of the existing building and (2) reinforce the visual distinctiveness of the additions.

Acceptable materials include concrete masonry, metal and glass.

(f) GROUND LEVEL

Special consideration shall be given to the design of the ground level to ensure that a range of public amenities are provided; including, but not limited to (1) restaurant with a capability for outdoor dining and (2) visually interesting commercial/ retail activities.





PARCEL 1B

1. SITE DATA

(a) LOCATION

Pier Five

(b) PARCEL AREA

Approximately 2.0 acres of pier and 1.5 acres of water.

(c) EXISTING STRUCTURES

Pier Five was constructed in 1941 of end-bearing, jacketed H piles with concrete decking.

211B - Shipfitters shop and 278 an electrical substation.

2. PERMITTED USES

Residential.

Marina use may be permitted only if it can be demonstrated by the developer that residential use is not feasible.

3. PARCEL CONTROLS

(a) EXISTING STRUCTURES

Pier Five shall be retained.
Buildings 211B and 278 may be demolished.

(b) HEIGHT

The height of new construction shall not exceed 2½ stories or 35 feet.

(c) PARKING

A minimum of one space of covered parking shall be provided for each unit.

(d) PUBLIC SPACE

The ends of the pier shall remain open and developed for use by the public.

(e) ACCESS

Vehicular access shall be via a restricted access roadway connecting to the Eighth Street cul-de-sac.

(f) MATERIALS

New construction shall be concrete masonry, metal and glass.

PARCEL 2A

1. SITE DATA

(a) LOCATION

Between Eighth and Ninth Streets, First Avenue and the Seawall.

(b) PARCEL AREA

Approximately 6.4 acres of land.

(c) EXISTING STRUCTURES

Building 40 is a two-story structure built in 1863-4 as a heavy hammer house and rolling mill of steel, concrete and brick masonry.

Building 42 is a three-story complex of structures built between 1856 and 1917 as a machine shop. The structures are steel frame and concrete frame with brick masonry, wood and steel sash.

Building 196 is a two-story structure built in 1939 as a ship repair shop with steel structure, and brick masonry walls.

2. PERMITTED USES

Residential, convenience commercial, and public open space.

3. PARCEL CONTROLS

(a) EXISTING STRUCTURES

Building 40 - The facade shall be retained and restored, and the original roof line and monitor restored along First Avenue and Ninth Street.

Buildings 42-A,42-C, 42-E, 42-N and 42-S shall be retained. The remaining additions may be demolished.

The first level of the facade link between 42A and 42C shall be retained.

Building 196 may be demolished except for the concrete foundation wall which shall be incorporated into the landscape plan.

(b) ADDITIONS

No additions will be allowed which increase the height or alter the integrity of the existing massing as seen from the public way.

(c) PARKING

Parking shall be provided within the existing walls of Building 40. The quantity shall be sufficient to satisfy the demand generated by the proposed uses.

(d) ACCESS

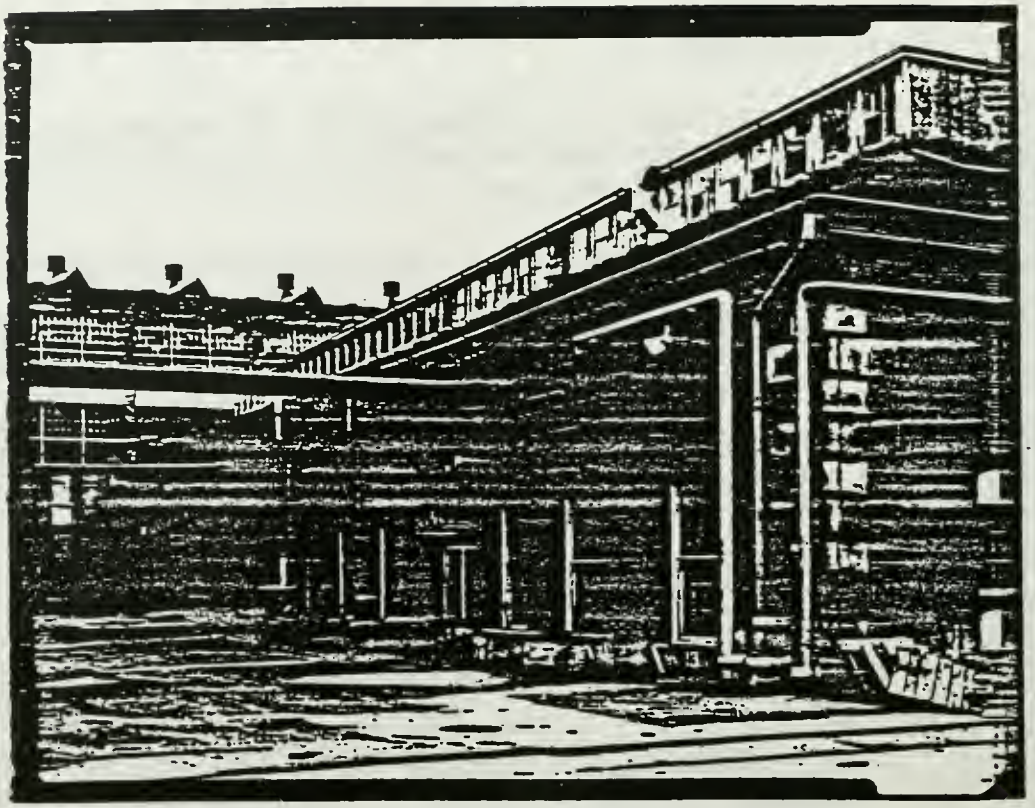
Vehicular access to the parking garage shall be via Ninth Street and the two existing openings in the East facade of Building 40.

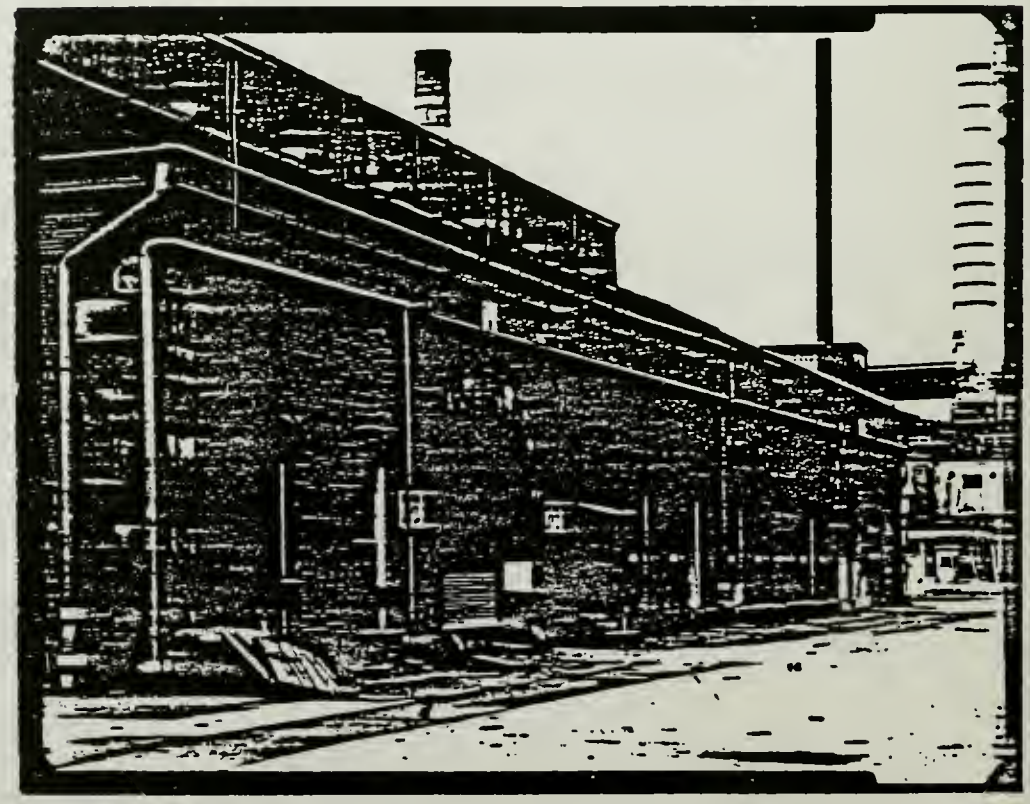
A limited access roadway for resident drop-off shall be located between Buildings 42A and 42S, connecting Eighth Street and Ninth Street.

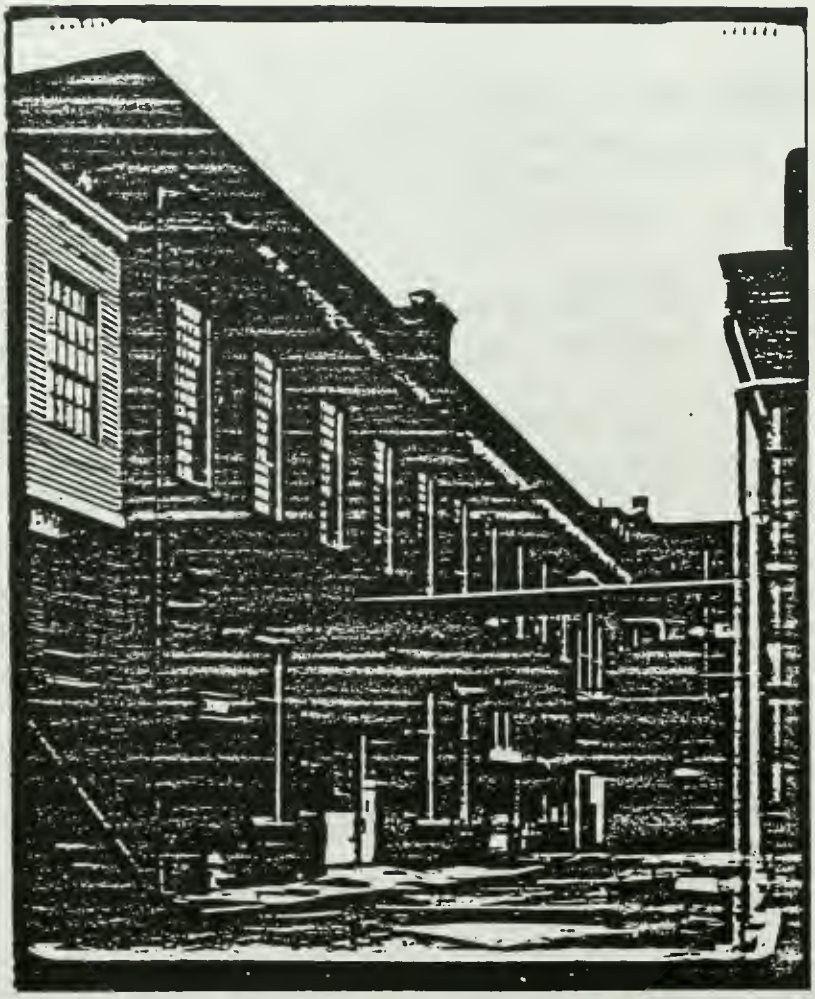
(e) PUBLIC EASEMENTS AND OPEN SPACE

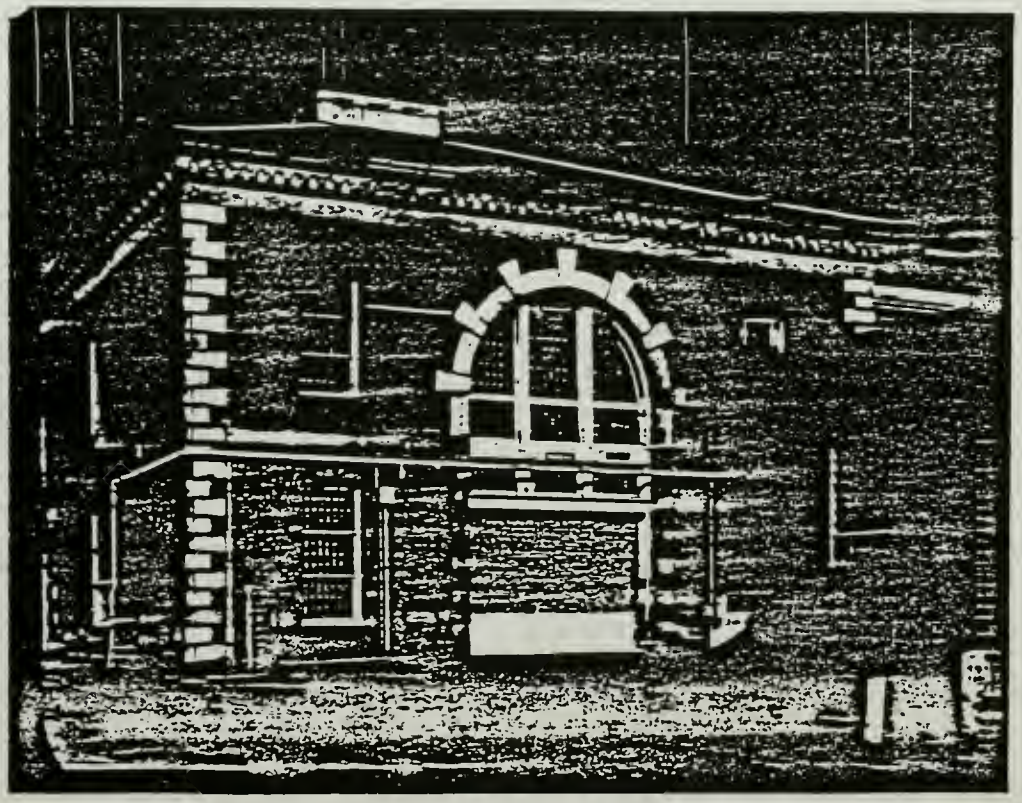
A visual and pedestrian easement shall be maintained between Eighth and Ninth Streets along the limited access roadway noted above.

The plaza between Building 42 and the Seawall shall be developed for use as public open space.









PARCEL 2B, 1B', 2B'

1. SITE DATA

(a) LOCATION

Pier Six

(b) PARCEL AREA

Approximately 0.9 acres of Pier, and 4.6 acres of water.

(c) EXISTING STRUCTURES

Pier Six was constructed in 1956 with end-bearing concrete filled steel pipe piles and a concrete deck.

Building 228 is a two-story structure with steel frame, masonry walls and steel industrial sash.

2. PERMITTED USES

Marina related back-up facilities and parking.

Residential use may be permitted if it can be demonstrated that residential use is not feasible on Pier Five.

3. PARCEL CONTROLS

(a) EXISTING STRUCTURES

Pier Six and Building 228 shall be retained.

(b) PARKING

Not more than 50 parking spaces may be provided on the pier for marina-related use.

(c) PUBLIC EASEMENT

Public pedestrian access shall be provided along the entire length of the Pier and a space, not less than ____ square feet, shall be provided at the end of the Pier for public use.

(d) ACCESS

Vehicular access to the Pier shall be via a restricted access roadway connecting to the Eighth Street cul-de-sac.

(c) HEIGHT

The height of new construction in the shipway area shall not exceed 50 feet and west of 104 (old section) 30 feet.

(d) ACCESS

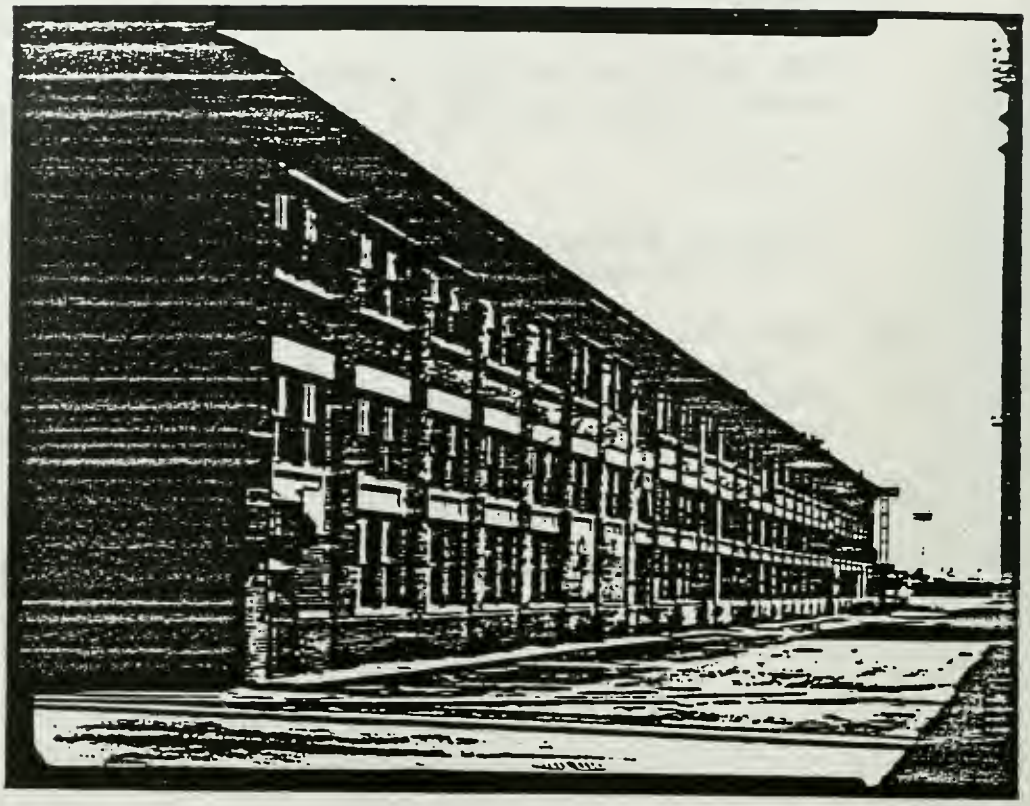
Vehicular access to the site and the parking structure shall be via Thirteenth Street

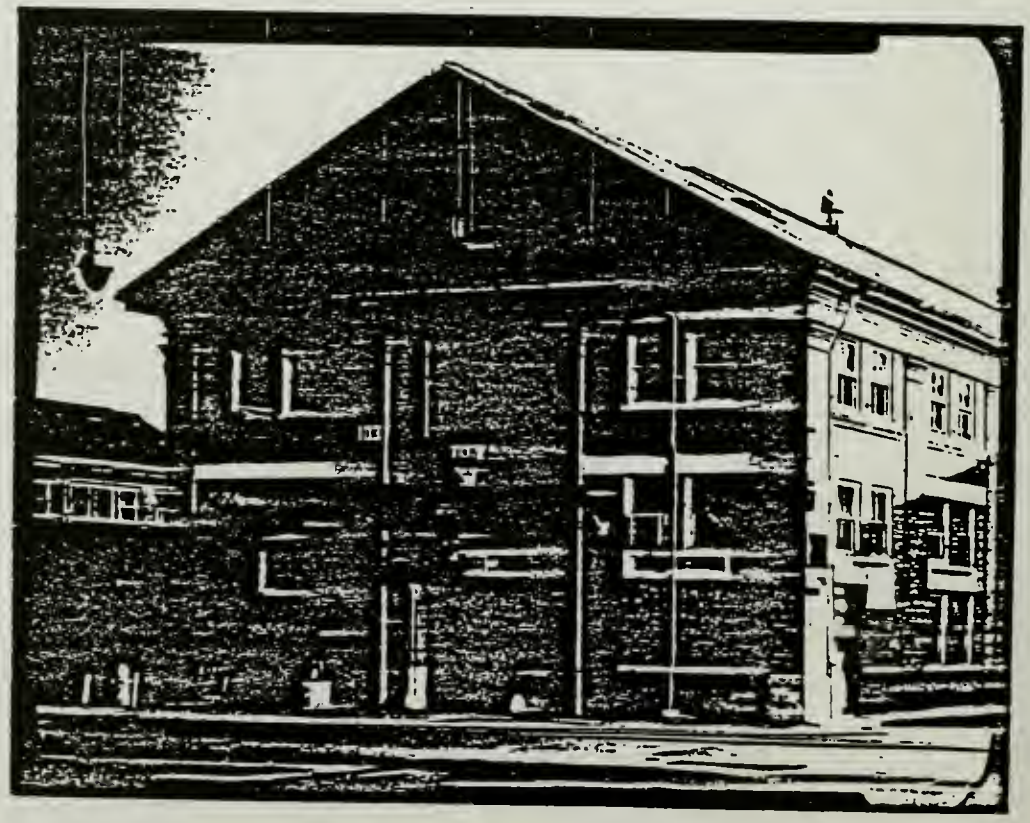
(e) PARKING

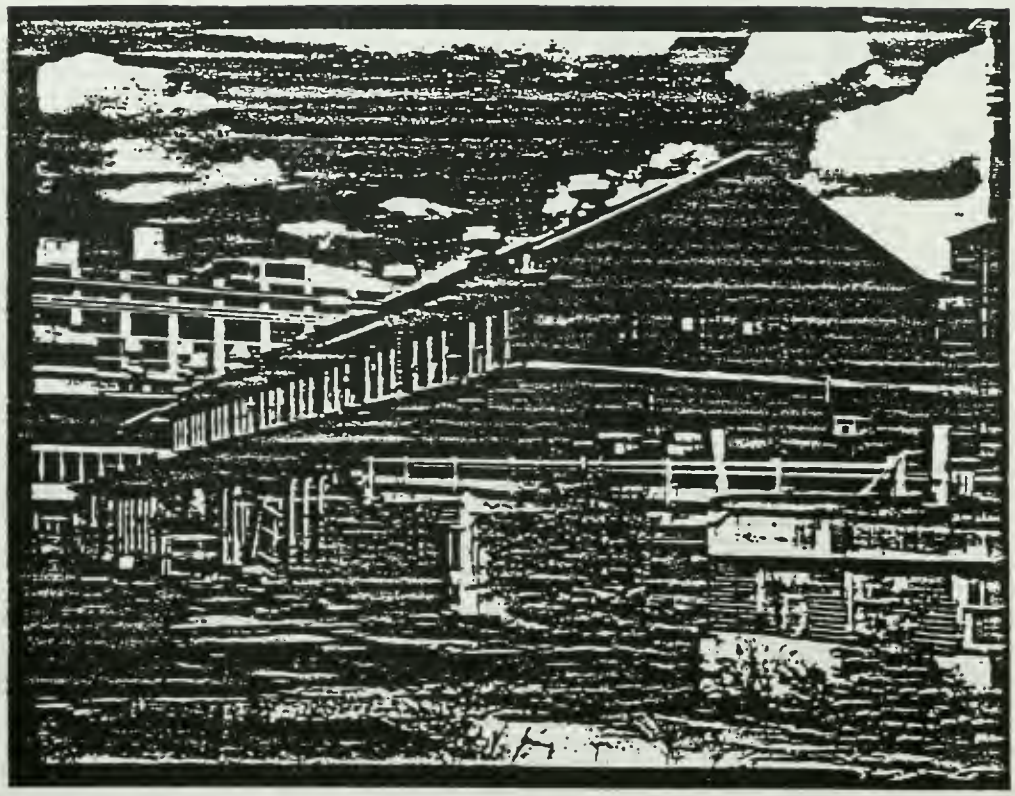
Sufficient covered parking shall be provided to satisfy the demand generated by the proposed uses.

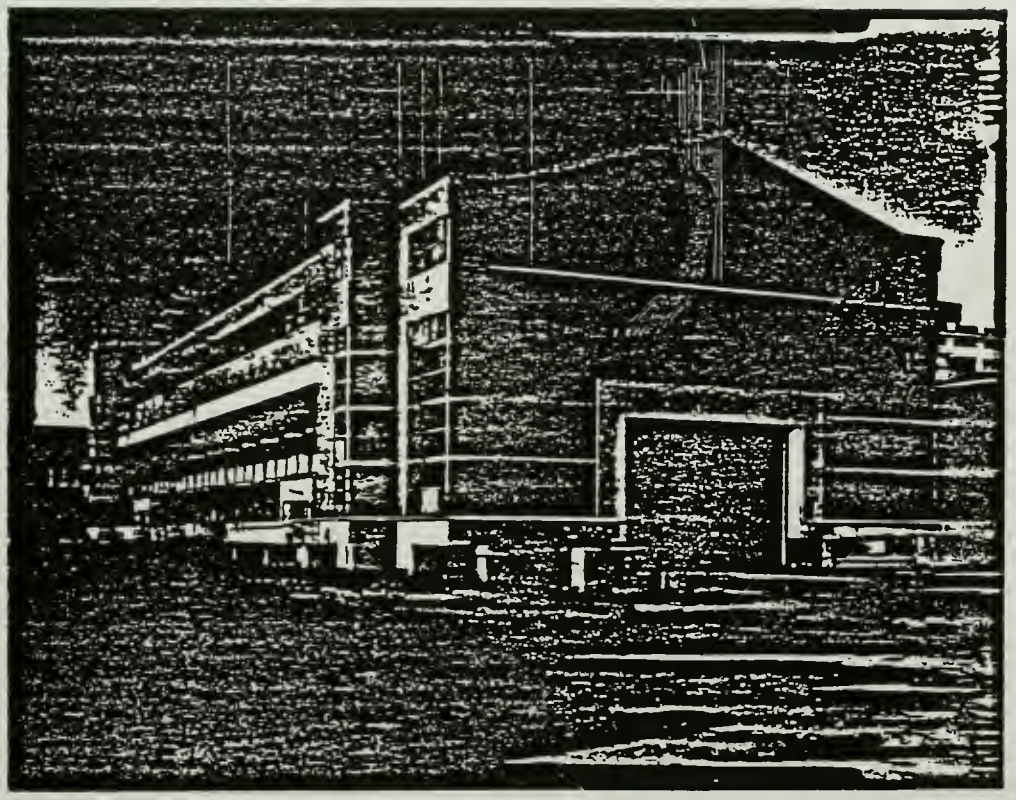
(f) MATERIALS

New construction shall be concrete masonry, metal and glass.









PARCEL 3A, 3E, 3F, 3H, 3I

1. SITE DATA

(a) LOCATION

Between Ninth and Thirteenth Streets, First Avenue and the water.

(b) PARCEL AREA

Approximately 5.2 acres of land.

(c) EXISTING STRUCTURES

Building 103 is a three-story building constructed in 1901 as a ship repair shop. Structure is concrete frame with brick masonry and wood sash.

Building 104 is a complex of two structures built in 1901 and 1939 respectively, as a ship fitters shop. The old (west) portion is steel frame, brick masonry with wood sash. The new (east) portion is steel frame, brick masonry and fiber-glass.

Shipways Number One is a concrete incline ramp built in 1920.

Shipways Number Two is a concrete incline ramp built in 1945.

2. PERMITTED USES

Residential recreation and parking.

3. PARCEL CONTROLS

(a) EXISTING STRUCTURES

Building 103 shall be retained and restored for residential use.

Building 104 (west section) shall be retained for residential and recreational use.

Shipways Ramps One and Two shall be retained and reused as bearing for new construction.

Building 104 (east section) shall be demolished.

(b) AREAS FOR NEW CONSTRUCTION

New construction will be allowed on the elevated portion of the Shipways ramps and between Building 104 (old section) and Thirteenth Street.

PARCEL 3B

1. SITE DATA

(a) LOCATION

Pier Seven

(b) PARCEL AREA

Approximately 2.4 acres of pier and 0.6 acres of water.

(c) EXISTING STRUCTURES

Pier Seven was constructed in 1958 with end-bearing concrete filled steel pipe piles and a concrete deck.

Building 233 is a two-story structure with steel frame, masonry walls and steel industrial sash.

2. PERMITTED USES

Residential

3. PARCEL CONTROLS

(a) EXISTING STRUCTURES

Pier Seven shall be retained. Building 233 may be demolished.

NOTE: Controls (b)-(f) for Parcel 1B also apply to Parcel 3B.

PARCEL 3C, 3B', 4B'

1. SITE DATA

(a) LOCATION

Pier Eight

(b) PARCEL AREA

Approximately 1.3 acres of Pier and 8.3 acres of water.

(c) EXISTING STRUCTURES

Pier Eight was constructed in 1910 with wood piles and wood deck.

2. PERMITTED USES

Marina and parking.

3. PARCEL CONTROLS

(a) EXISTING STRUCTURES

Pier Eight will be retained if feasible.

(b) PARKING

Not more than _____ parking spaces may be provided on the pier for marina related use.

(c) ACCESS

Vehicular access shall be via a restricted access roadway connecting to the Thirteenth Street cul-de-sac.

PARCEL 4A

1. SITE DATA

(a) LOCATION

Between thirteenth and Sixteenth Streets, First Avenue and the water.

(b) PARCEL AREA

Approximately 2.9 acres of land.

(c) EXISTING STRUCTURES

Building 104 (see Parcel 3I).

2. PERMITTED USES

Residential, ground floor commercial, professional office and parking.

3. PARCEL CONTROLS

(a) EXISTING STRUCTURES

The eastern portion of Building 104 shall be demolished.

(b) HEIGHT

The height of new construction shall not exceed 110 feet. The location of the 110 foot elements shall be limited to locations parallel to Thirteenth and Sixteenth Streets and perpendicular to First Avenue.

The height along the remainder of First Avenue shall not exceed 60 feet.

The height along the southerly edge shall not exceed 2½ stories (30 feet).

NOTE: An effort will be made to amend the Urban Renewal Plan so that the maximum height limit may be increased for the eastern portion of this parcel. If that effort is successful, the FAR established on the basis of the existing controls shall remain constant, the height of the eastern element shall be increased and the height of the western element shall be reduced by an equal amount.

(c) ACCESS

Vehicular access to the site shall be via Thirteenth and Sixteenth Streets.

PARCEL 4B

1. SITE DATA

(a LOCATION

Pier Nine, Pier Ten and Dry Dock Five.

(b) PARCEL AREA

Approximately 2.0 acres of Pier, 0.7 acres of drydock and 6.7 acres of water.

(c) EXISTING STRUCTURES

Pier Nine was constructed with wood piles and wood deck.

Pier Ten was constructed with wood piles and wood deck.

Dry Dock Five was constructed in 1942 of concrete with steel sheeting.

2. PERMITTED USES

Marina

3. PARCEL CONTROLS

(a) EXISTING STRUCTURES

Piers Nine and Ten shall be demolished. Dry Dock Five shall be retained, repaired and remain flooded.

PARCEL 5

1. SITE DATA

(a) LOCATION

Dry Dock Five and Pier Eleven area.

(b) PARCEL AREA

Approximately 1.8 acres of land, 1.1 acres of pier, 0.7 acres of dry dock and 0.5 acres of water.

(c) EXISTING STRUCTURES

Dry Dock Five was constructed in 1942 of concrete with steel sheeting.

Pier Eleven was constructed in 1956 with end-bearing concrete filled steel pipe piles and a concrete deck.

Building 226 is a one-story structure with steel frame, masonry walls and steel industrial sash.

2. PERMITTED USES

Hotel, Residential, Marina and Parking.

3. PARCEL CONTROLS

(a) EXISTING STRUCTURES

Dry Dock Five shall be retained, repaired and remain flooded.

Pier Eleven shall be retained.

Building 266 may be demolished.

(b) HEIGHT

The maximum height of new construction shall be 110 feet, unless the Urban Renewal Plan is amended to allow increased height on this parcel.

(c) PARKING

Enclosed parking shall be provided on the site to satisfy the demand generated by the proposed uses.

(d) PUBLIC EASEMENT

Continuous public pedestrian access shall be provided along the entire length of the Dry Dock and water's edge.

(e) MATERIALS

New construction shall be concrete masonry, metal and glass.

(f) ACCESS

Vehicular access shall be via an extension of First Avenue.

PARCEL 6

1. SITE DATA

(a) LOCATION

East of Sixteenth Street, between First and Second Avenue.

(b) PARCEL AREA

Approximately 2.3 acres of land and 0.3 acres of pier.

(c) EXISTING STRUCTURES

Building 131 is a three-story concrete and brick masonry structure.

Building 165 is a two-story concrete and brick masonry structure.

Building 206 is a two-story wood frame building constructed in 1942 as an office.

Building 225 is one-story concrete and masonry building.

2. PERMITTED USES

Hotel, Residential and Parking.

3. PARCEL CONTROLS

(a) EXISTING STRUCTURES

All existing structures may be demolished.

NOTE: Controls (b)-(f) for Parcel 5 also apply to Parcel 6.

PARCEL 7

1. SITE DATA

(a) LOCATION

East of Sixteenth Street between Second Avenue and Building 114.

(b) PARCEL AREA

Approximately 2.7 acres of land.

(c) EXISTING STRUCTURES

Building 178 is a one-story wood frame wood storage shed.

Building 193 is a two-story concrete and brick masonry scrap salvage building.

Building 203 is a two-story incinerator with steel and concrete frame and clad with sheet metal.

Building 277 is a one-story gas storage shed.

2. PERMITTED USES

Light Industrial

3. PARCEL CONTROLS

(a) EXISTING STRUCTURES

All existing structures may be demolished.

(b) HEIGHT

The maximum height of new construction shall be 35 feet.

(c) PARKING

Parking shall be provided to satisfy the demand generated by the proposed uses.

(d) ACCESS

Vehicular access shall be via Sixteenth Street.

(e) MATERIALS

New buildings shall be constructed of materials which are compatible with those of adjoining existing or proposed structures.